



Plaza Westport

NEIGHBORHOOD PLAN



City Planning and Development Department

June 24, 2004

table of CONTENTS



introduction.....	2
background	2
purpose of the plan	3
boundaries	4
process overview	6
neighborhood conditions	8
people first (demographics)	8
housing	10
land use	12
zoning	14
ownership	16
major development projects	18
choice in transportation	20
review of adopted plans	26
neighborhood assessment	32
planning issues	34
recommendations	38
chapter organization	38
land use and zoning	40
housing	54
neighborhood identity	60
critical resources	62
choice in transportation	66
safe city	74
implementation	76
chapter organization	76
implementation matrix	77
decision making criteria	84
design guidelines	86



BACKGROUND

and purpose of the plan

background

purpose of the plan

boundaries

process overview

The Plaza/Westport Neighborhood is a small residential enclave situated between two of the city's most vibrant urban commercial districts; The Country Club Plaza (the city's premier shopping/dining district) and Westport (the city's premier entertainment district). For many people who live here, being in the heart of one of the city's most active areas is what attracts them to live in the area.



In recent years, the neighborhood has experienced increasing development pressures with several development projects being constructed or planned within or near the neighborhood's boundaries:

- Approval of an expansion of the Bishop Spencer Place
- Approval of an "extended stay" hotel at 46th and Broadway
- A proposed 132-unit apartment development at 44th Street and Madison Avenue.

With these pressures mounting, it is now necessary to re-examine the future of the neighborhood from a public policy perspective.

The primary concern of neighborhood residents was the preservation of the single-family "core". These concerns were amplified because a small number of land-owners own a significant amount of property

Planning is the process by which a community assesses what it is and what it wants to become, and then decides how it can make that happen. Specifically, city planning guides public policy decisions on land use and zoning.

I N T R O D U C T I O N



within the neighborhood core. Not knowing the future plans of these landowners, the neighborhood felt it was essential to bring all of the neighborhood concerns together into a neighborhood planning process.

In the Spring of 2003, the City Planning and Development Department began a public planning process. A number of the area's institutions and major landowners contributed financially and agreed to send



representatives to take part in the public meetings. The main issue of the planning process was how to balance the wishes of the Plaza-Westport Neighborhood Association to maintain the single-family nature of the area, with the rights of major property owners who might wish to redevelop their properties at higher densities.

The purpose of this plan is to determine a future vision for the Plaza/Westport Neighborhood which attempts to balance the interests of both the neighborhood residents and the various entities who have development interest in the neighborhood.

The Plaza/Westport Neighborhood Plan will:

- ☛ Serve as the “plan of record” for the Plaza/Westport Neighborhood.
- ☛ Serve as a guide for residents, property owners and developers, city staff, the City Plan Commission and City Council in making good land use, design and development decisions in the Plaza/Westport neighborhood.
- ☛ Promote the citywide initiatives established in the *FOCUS Kansas City Plan*.
- ☛ Establish what the neighborhood should become and identify how to get there.

The ***Plaza/Westport Neighborhood Plan*** is the product of a planning process involving neighborhood residents, institutions and major property owners. These neighborhood stakeholders have created an adoptable plan that will provide direction relating to:

- ☛ Public and private development
- ☛ Urban design and land use recommendations
- ☛ Capital improvements
- ☛ Development/redevelopment of appropriate portions of the study area.



background

purpose of the plan

boundaries

process overview

BOUNDARIES of the neighborhood

The boundaries identified by neighborhood stakeholders are the “neighborhood boundaries” shown on the Area Map. While these boundaries extend north of 43rd Street to Westport Road, data analysis and recommendations of this plan will apply generally to the neighborhood “focus” area (south of 43rd Street).

Focus area boundaries:

- ☼ North: 43rd Street
- ☼ East: JC Nichols Parkway
- ☼ South: 46th Street/46th Terrace
- ☼ West: Madison Avenue

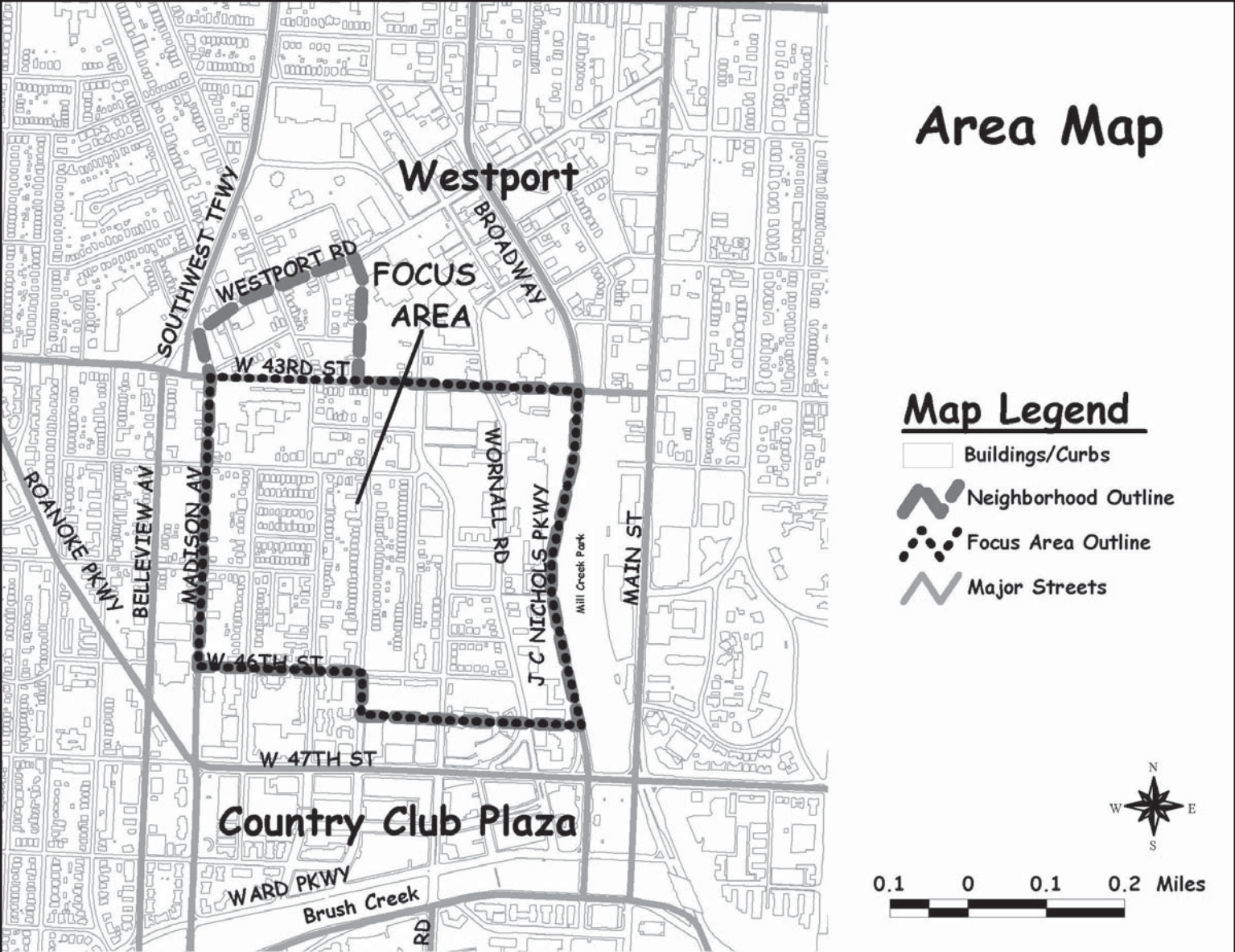


43rd Street serves as the Northern boundary of the neighborhood “focus” area.



I N T R O D U C T I O N

Map 1: Plaza-Westport Area Boundaries





PROCESS overview

background

purpose of the plan

boundaries

process overview

The planning process for the Plaza-Westport Neighborhood Plan utilized the organized involvement of neighborhood residents, property owners, businesses, and institutions. There were three primary components in the planning process:

- ☼ Neighborhood Inventory
- ☼ Community Workshops
- ☼ Plan Development & Adoption



Component 1: Neighborhood Inventory

A preliminary investigation and inventory was undertaken, resulting in the ***Plaza-Westport Neighborhood Databook***, which was distributed to the public at the first community meeting. The data book is a compilation of information relating to the neighborhood including demographics, summaries of existing planning documents, ownership information, existing zoning, development projects and existing tax incentives. The inventory and analysis, which was used throughout the process, enhanced the community's awareness and understanding of the neighborhood and allowed them to make informed policy recommendations.

I N T R O D U C T I O N



Component 2: Community Workshops

Community workshops represent much of the foundation of the Plaza-Westport Neighborhood Plan. The plan's participants were able to provide input on issues discussed during the planning process, given the opportunity to review the work-to-date and to provide input all the way up to the development of the final plan.

Component 3: Plan Development & Adoption

When completing a planning document, the City Planning and Development Department's role is to lead the discussion among all stakeholders and propose recommendations that acknowledge current development projects and neighborhood issues. During the planning process, participants used the **Plaza-Westport Neighborhood Databook** and their personal experience to develop a common vision for the future of the neighborhood. Among the important issues that were addressed during the process include:

- ✿ Future Land Use
- ✿ Urban Design Principles
- ✿ Development Guidelines
- ✿ Implementation Strategies
- ✿ Decision Making Criteria

The following is the result of this effort and will serve as the planning policy document for the Plaza-Westport Neighborhood for the future.



demographics

housing

land use

zoning

ownership

development projects

choice in transportation

review of adopted plans

neighborhood assessment

planning issues



people-first DEMOGRAPHICS

The following is a profile of the existing conditions in the Plaza-Westport Neighborhood. The neighborhood is discussed in terms of demographics, housing, land use, zoning, development activity, transportation, neighborhood assessment results, review of adopted plans, and planning issues.

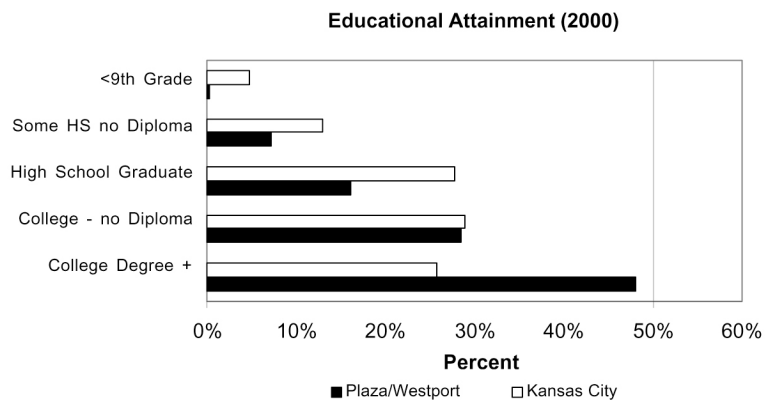
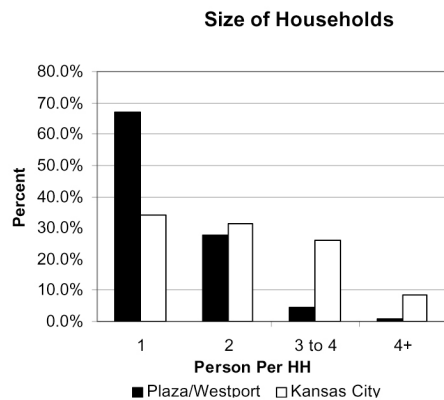
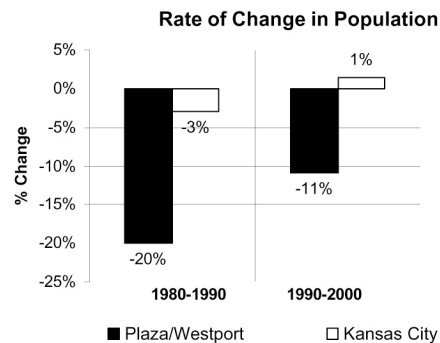
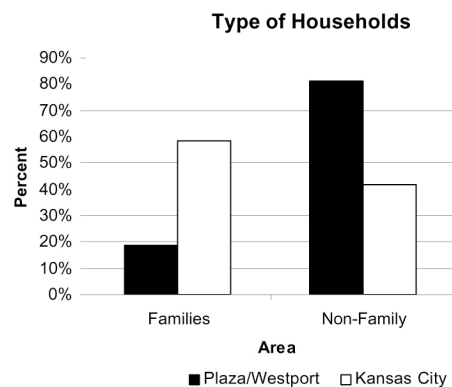


For a detailed description of neighborhood conditions, please refer to the February 28, 2003 **Plaza-Westport Neighborhood Databook**. The following is an overview of demographic data from the 2000 US Census for the neighborhood¹:

- ☛ The neighborhood population has declined in recent decades. The population of the neighborhood decreased by 11% between 1990 and 2000. However, shrinking household sizes (2/3 of all households are 1-person households) and housing demolitions for redevelopment projects (i.e. Bishop Spencer) are likely causes for this decline.
- ☛ The population of the Plaza-Westport neighborhood is characterized by older long-term residents combined with young urban professionals, typically living in small, non-family households.
- ☛ Neighborhood residents typically have higher educational attainment (twice the percentage of the city as a whole), which is reflected in the neighborhood's low unemployment rate (1/3 as much as the city as a whole).

¹ Census data used to prepare this overview is for the neighborhood "FOCUS" area only (43rd Street, Madison Ave, 46th Street/Terrace, JC Nichols Boulevard)

N E I G H B O R H O O D C O N D I T I O N S





HOUSING

demographics

housing

land use

zoning

ownership

development projects

choice in transportation

review of adopted plans

neighborhood assessment

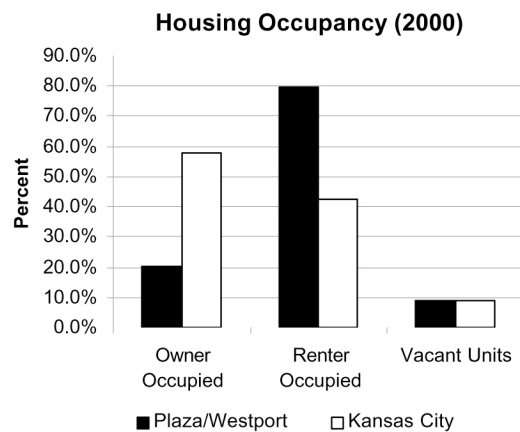
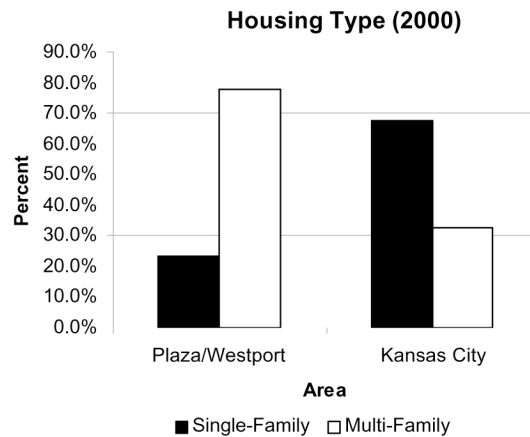
planning issues



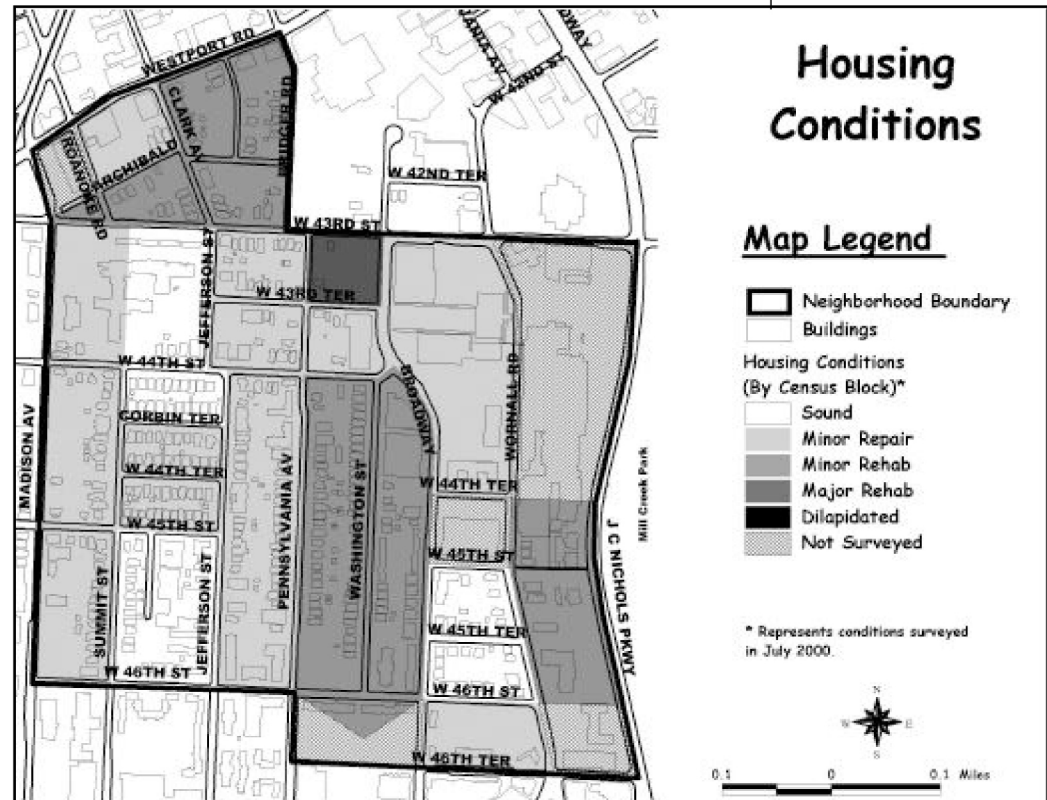
The following is an overview of housing data for the neighborhood from both the 2000 US Census¹ and the Kansas City, Missouri Neighborhood Housing Condition Survey:²

- ☛ The neighborhood housing is predominantly multi-family (77% of all housing units).
- ☛ The neighborhood housing is predominantly renter-occupied (80% of the housing units), regardless of housing type. Both multi-family housing units and single-family housing units exhibited high renter occupancy. In 2000, 70% of all vacant units in the neighborhood were for rent.
- ☛ Compared to other neighborhoods in the Urban Core, the housing is generally in good condition, despite its age (60% of the neighborhood housing units were built before 1960). Most (if not all) of the neighborhood's single-family homes were built before 1940. The western portion of the neighborhood (where the single-family core is located) generally exhibits the best housing conditions (see Housing Conditions map).

² The Kansas City, Missouri Neighborhood Housing Condition Survey is a joint undertaking of the UMKC Center for Economic Information, the Kansas City Neighborhood Alliance and the UMKC Urban Affairs Program. The survey was commissioned by the KCMO Department of Housing and Community Development. The Plaza Westport neighborhood was surveyed in July 2000.



Map 1: Plaza-Westport Housing Conditions



² The Kansas City, Missouri Neighborhood Housing Condition Survey is a joint undertaking of the UMKC Center for Economic Information, the Kansas City Neighborhood Alliance and the UMKC Urban Affairs Program. The survey was commissioned by the KCMO Department of Housing and Community Development. The Plaza Westport neighborhood was surveyed in July 2000.



demographics

housing

land use

zoning

ownership

development projects

choice in transportation

review of adopted plans

neighborhood assessment

planning issues

LAND USE

- ☼ The neighborhood is predominantly residential, accounting for 58% of the total land area (see Table 3 and Existing Land Use Map).
 - Single-family residences occupy nearly 1/4 of the land area and 2/3 of the parcels in the neighborhood and are generally concentrated in the interior “core” of the neighborhood.
 - Multi-family residential land uses account for 1/3 of the land area and approximately 14% of the parcels, and are more predominant on the southern portion of the neighborhood, near the Country Club Plaza, and north of 43rd Street. There are also several multi-family structures scattered throughout the single-family “core”, often at mid-block.
- ☼ St Luke’s Hospital and related doctors’ offices account for nearly 20% of the land area in the neighborhood. The impact of St. Luke’s as a major activity and employment center is considerable.
- ☼ Commercial uses account for a small portion of the neighborhood and are located primarily on the perimeter of the neighborhood.
- ☼ Undeveloped land accounts for a small percentage of the neighborhood. Much of the vacant land is concentrated on Madison Avenue.

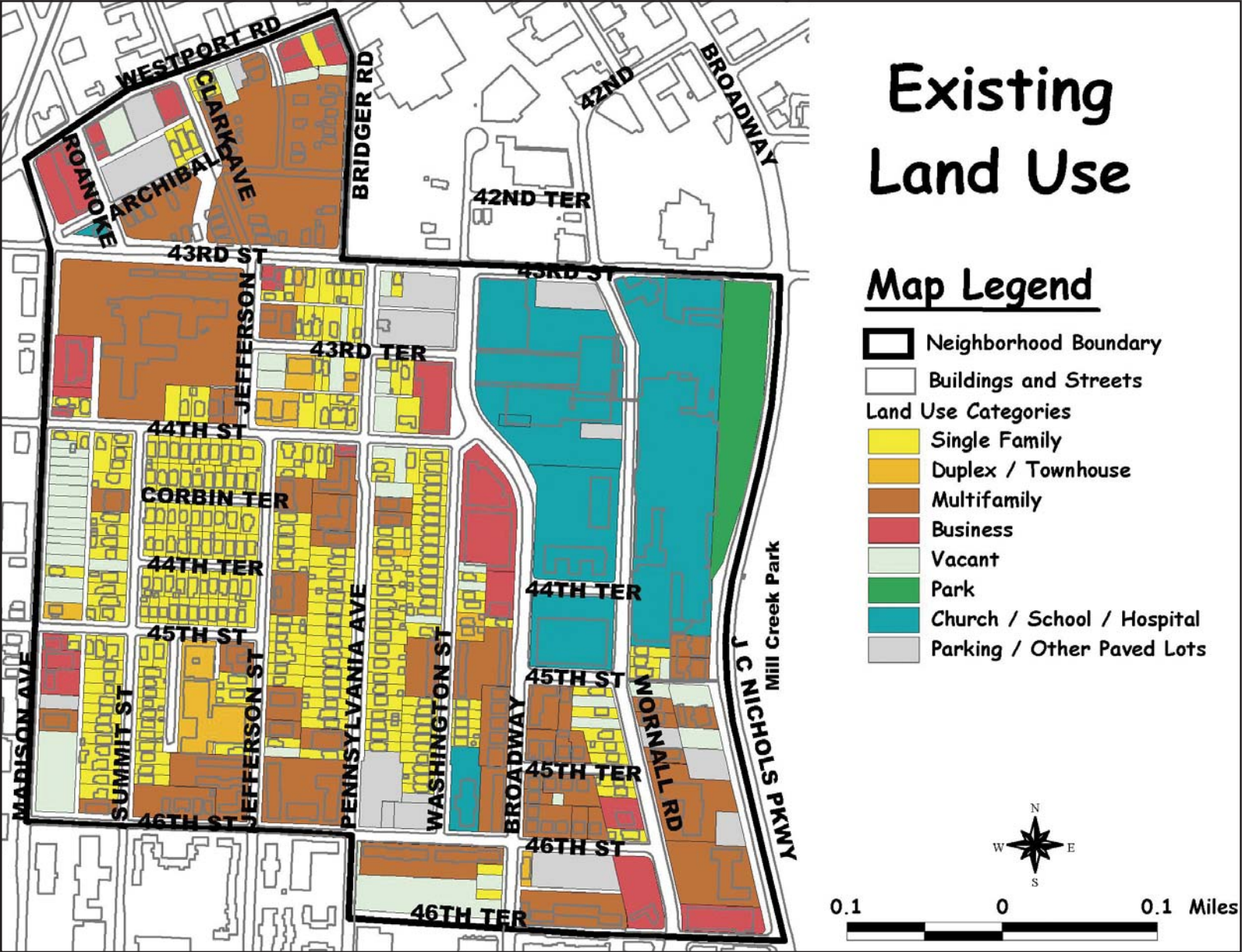
Table 1: Plaza-Westport Existing Land Use

Land Use	Acres	% of Area	Number of Parcels	% of Parcels
Single Family Res.	24.8	25%	251	63%
Two/Multi Family Res.	33.4	33%	57	14%
Hospital	18.8	19%	6	2%
Commercial	13.6	14%	36	9%
Vacant	7	7%	46	12%
Open Space	2.8	3%	1	0%
Total	100.4	100%	398	100%

Source: KCMO GIS



Map 2: Plaza-Westport Existing Land Use





ZONING

demographics

housing

land use

zoning

ownership

development projects

choice in transportation

review of adopted plans

neighborhood assessment

planning issues

- ☼ Most (91%) of the neighborhood is zoned for multi-family residential uses. A considerable portion of the interior of the neighborhood is comprised of single-family houses that lie in multi-family zoning districts.
- ☼ Only about 1/3 of the areas zoned for multi-family residential are in “planned” zoning districts (districts where development is limited by a site plan for the property approved by the City Council). The remainder are in “open” zoning districts where the City has less control over development on the property.

- ☼ Only about 9% of the neighborhood is zoned for commercial use, most of which is also in “open” zoning districts where fewer restrictions apply.

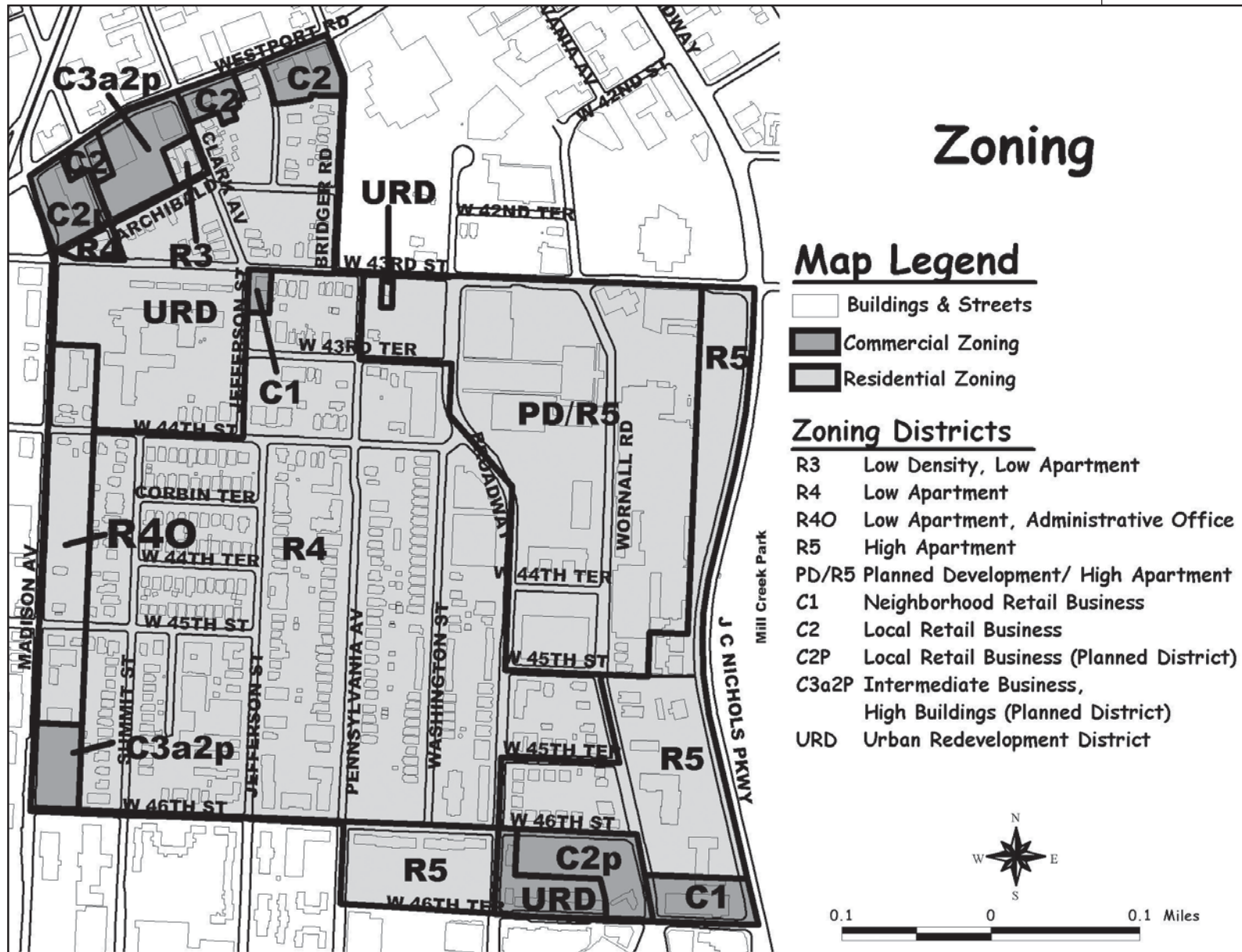


Table 2: Plaza-Westport Zoning

Zoning Category	Acres	%
Commercial Zoning Total	12.3	9.2%
Commercial “Open”	3.9	31.6%
Residential Zoning Total	121.0	90.8%
Residential “Open”	78.6	64.9%
Grand Total	133.3	100%

Source: KCMO GIS

Map 3: Plaza-Westport Zoning





demographics

housing

land use

zoning

ownership

development projects

choice in transportation

review of adopted plans

neighborhood assessment

planning issues

OWNERSHIP

☛ Five landowners own over half of the land area in the Plaza-Westport Neighborhood. (See Ownership Map). Development plans for these properties have not always been clear, creating uncertainty about the future of the neighborhood. The plan's participants stressed the importance of creating a plan that provides clear policies for the neighborhood that can be used by everyone.

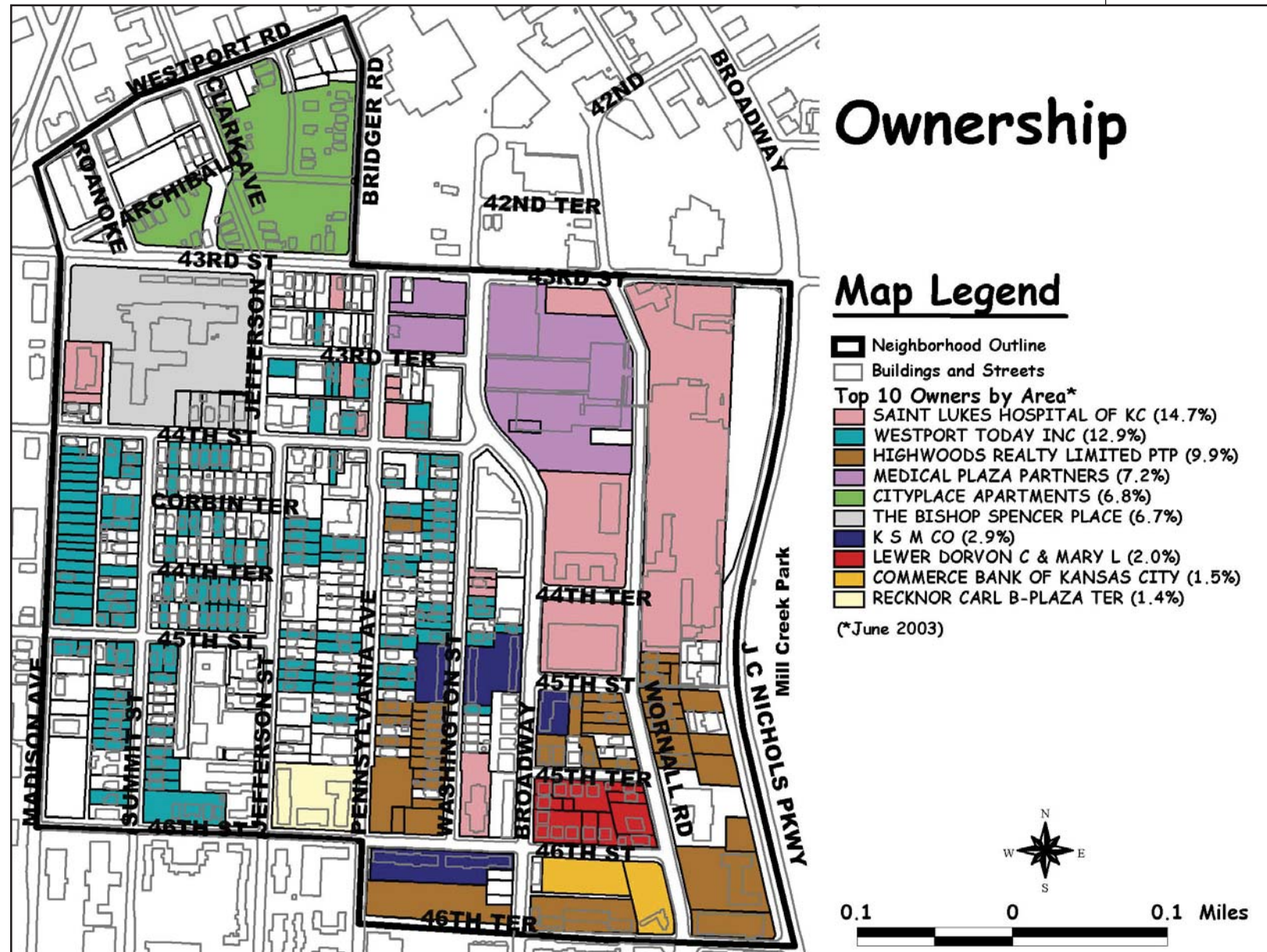
- St. Luke's Hospital of Kansas City: The boundaries of the Kansas City campus are located approximately between 43rd Street to the north, West 45th Street to the south, JC Nichols Parkway to the east and Broadway Boulevard to the west. This major actor, which owns approximately 15% of the land area within the neighborhood, has recently completed its master plan that will insure its presence in the neighborhood into the future. Rather than building out, the plan calls for a vertical expansion in its present location.
- Westport Today: Westport Today of Kansas City, LLC, is a wholly owned subsidiary of Saint Luke's Hospital Foundation, Inc. Formed in 1998, it owns approximately 130 residential properties located in the Plaza/Westport Neighborhood, most of which were gifts from the Miller Nichols Charitable Trust. The mission of Westport Today is to facilitate the revitalization and strengthening of the Plaza/Westport Neighborhood. Westport Today is committed to maintaining its residential character and, where appropriate, renewing the area with high quality residential infill products to insure a viable, safe, and attractive location for Saint Luke's Hospital of Kansas City.



- Highwoods Reality Limited: Highwoods Properties, currently owners of the Country Club Plaza, owns a number of parcels in the southeastern portions of the neighborhood making up approximately 10% of its land area.
- Medical Plaza Patners: This is a major land owner that currently owns approximately 7% of the neighborhood's total land area within an area that is generally bounded by 43rd Street to the north, 44th Street to the south, Wornall Road to the east and Pennsylvania Street to the west. Its property's have been developed to associate with the St. Luke's Campus.
- Cityplace Apartments: This 288-unit apartment complex, which takes up approximately 7% of the neighborhood land area, is an area generally bound by Westport Road to the north, West 43rd Street to the south, Bridger Road to the east and Roanoke Road to the west. Completed in 2002, this development replaced an existing single family residential neighborhood area.

N E I G H B O R H O O D C O N D I T I O N S

Map 3: Plaza-Westport Property Ownership





major DEVELOPMENT projects

demographics

housing

land use

zoning

ownership

development projects

choice in transportation

review of adopted plans

neighborhood assessment

planning issues

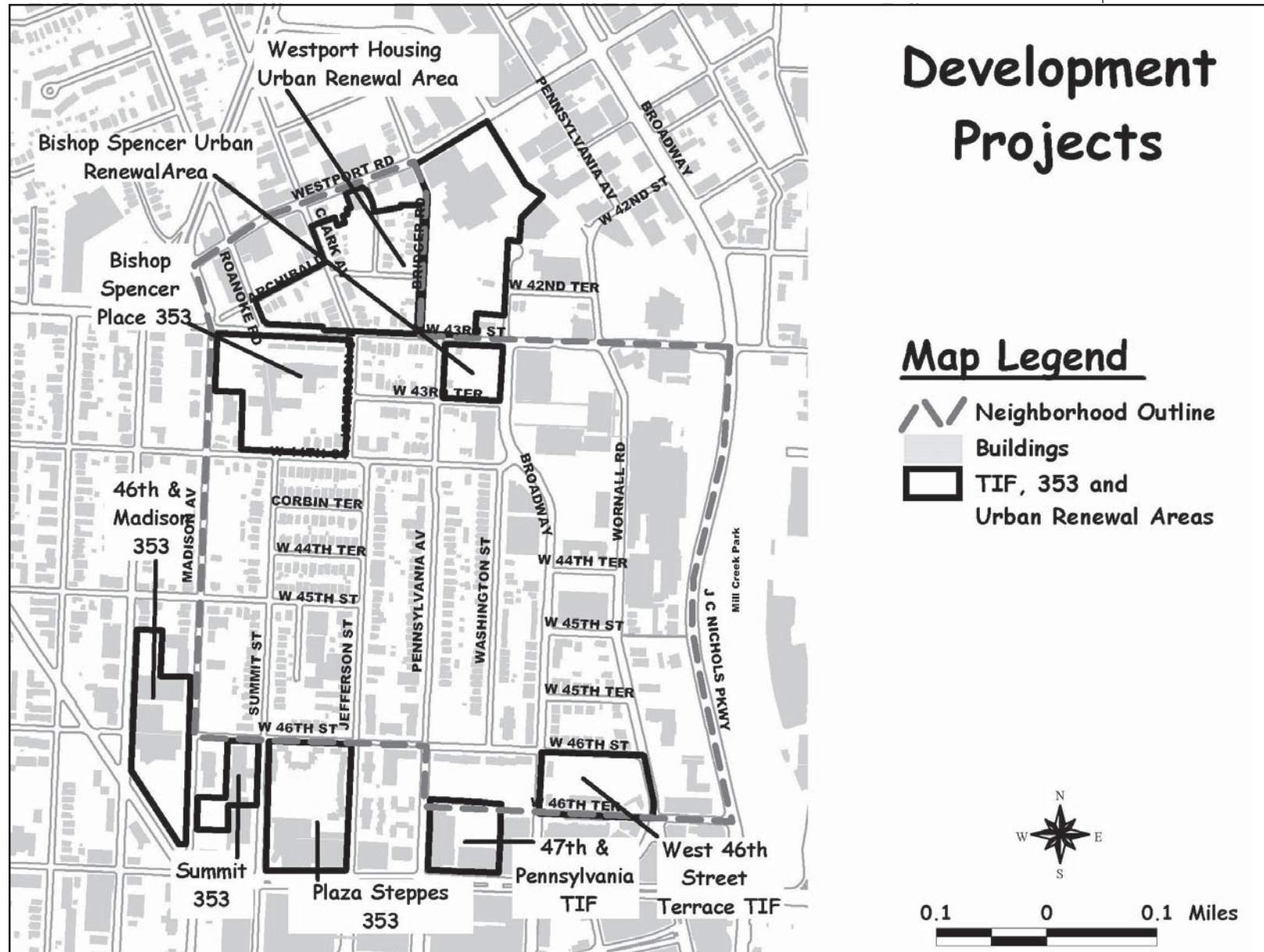
- ☛ The major development projects completed in the area and surrounding area since 1990 represent over 220 million of private investment in the area (see Table 3).
- ☛ Two additional projects worth \$45 million have been approved in the area within the next few years (Bishop Spencer Phase II, Residence Inn), with others currently being reviewed in the development process.
- ☛ Many of these development projects have been subsidized with tax incentives, which are used by developers to defray up-front costs of doing a development project. Incented development projects must conform to the City's adopted development plan in order to be approved. Incentive programs in the area include: Chapter 353 tax abatement, Urban Renewal, and Tax Incremental Financing (see Major Development Projects map).

Table 3: Plaza-Westport Major Development Projects 1990 to Present

Title	Description
Bishop Spencer Place 4301 Madison Avenue	New housing for the elderly, with 60 independent living units, 30 assisted living units, and 44 units in a Health Care Center
Bishop Spencer Place Phase II 700 West 44th Street	New housing for the elderly, with 123 independent living units
Hampton Inn Hotel 4600 Summit Street	New 203-room hotel
St. Luke's Hospital 4401 Wornall Road	Emergency Services Expansion
Medical Plaza III 4321 Washington Street	New 127,000 sq. ft. medical office building
Mid-America Heart Institute 4450 JC Nichols Parkway	New 100,000 sq. ft. medical facility
Residence Inn by Marriott 4615 Broadway Boulevard	106-room hotel composed of new 6-story tower and conversion of 2-story condominium building
Plaza Steppes 700 W. 47th Street	242,000 sq. ft. office building
Lincoln Property Apartments 4290 Pennsylvania Avenue	288 New Multifamily Units



Map 4: Plaza-Westport Tax Incentives





demographics

housing

land use

zoning

ownership

development projects

choice in transportation

review of adopted plans

neighborhood assessment

planning issues

choice in

TRANSPORTATION

Major Street Plan

- ☛ Three of the neighborhoods border streets are on the **Major Street Plan** (43rd Street, J.C. Nichols Parkway, and Madison Avenue).
- ☛ The **Major Street Plan** (adopted by the City Council on October 7, 1971 by Ordinance No. 40346 and last amended August 15, 2002) is an official document which is used to guide development of the arterial network and to identify the amount of street right-of-way to be obtained at the time of subdivision platting.
- ☛ Major Streets are mostly on the perimeter of the neighborhood.

Table 4: Streets on the Major Street Plan

Land Use	Street Type
43rd Street	Secondary Arterial
Madison Ave.	Secondary Arterial
J.C. Nichols Parkway	Primary Arterial/Parkway-Boulevard

Public Transit

- ☛ Access to transit service is an important component of an effective multi-modal transportation system. The neighborhood is well served by transit. All areas of the neighborhood are within walking distance (1/4 mile) of a transit stop.
- ☛ Transit service to the neighborhood may even improve soon with the implementation of Rapid Bus (an enhanced bus service with faster service and fewer stops) on Main Street.



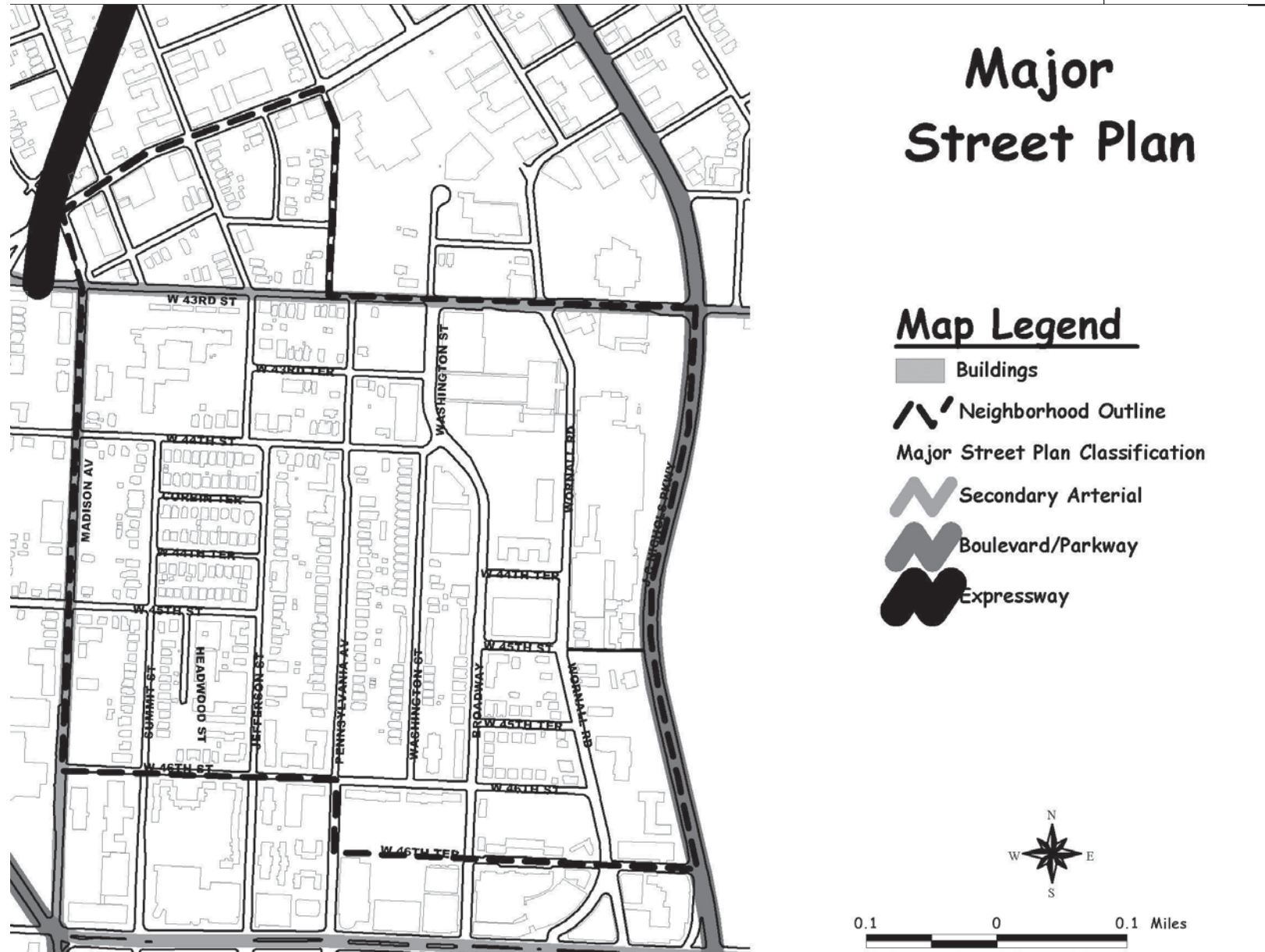
The ability to move people and goods throughout the city, and to connect all locations within the city is essential to the economic, social, and cultural success of the New American City.

– FOCUS Kansas City Plan



N E I G H B O R H O O D C O N D I T I O N S

Map 5: Plaza-Westport Major Street Plan





choice in TRANSPORTATION

demographics

housing

land use

zoning

ownership

development projects

choice in transportation

review of adopted plans

neighborhood assessment

planning issues

Walkability

Walkability was expressed as a primary transportation concern during the planning process. Therefore, city staff and neighborhood residents and stakeholders utilized the Kansas City Walkability Plan – Neighborhood Walkability Assessment tool to measure the walkability of the neighborhood. The ***Kansas City Walkability Plan*** (adopted by the City Council in March, 2003) is a policy guide for increasing transportation choice in Kansas City by providing for direct, continuous, safe, pleasant, and secure pedestrian options throughout the city. The neighborhood assessment tool was designed to determine an area's walkability "quotient", to determine needed mitigations and to prioritize public improve-

ments. Walkability is measured using five Pedestrian Level of Service (LOS) standards:

- ✦ **Directness:** This is a measure of trip length and how far out of the way a pedestrian has to go to get to a destination.
- ✦ **Continuity:** This measures the availability of sidewalks and whether they are continuous on the street and internal to the site.
- ✦ **Street Crossings:** This is a measure of how easy and safe it is to cross a street.
- ✦ **Visual Interest and Amenity:** This measures whether the walking area is varied and visually appealing, with some protection from the elements and occasional places to rest.
- ✦ **Security:** This measures the pedestrian's sense of security which is enhanced by people on or watching the street, good lighting and good separation from traffic.

Participants in the walkability assessment identified the following five priority pedestrian improvements (see map 6):

1. **43rd/Westport/Madison/Southwest Trafficway Intersection** - One of the key pedestrian destinations identified during the assessment was the shopping center at the northwest corner of this intersection complex. This complex, where several heavily traveled streets intersect, consists of many individual crossings. Further study is required to determine appropriate improvements. Future plans for the reconfiguration of the intersection should include a walkability analysis. Long-term physical improvements may depend on future intersection reconfiguration. This project is consistent with the Kansas City Walkability Plan, which recommends improving street crossings on Southwest Trafficway at 43rd Street.

2. **43rd Street Improvements** - Another important pedestrian destination identified during the assessment was the Westport shopping area, particularly the Sunfresh grocery store. The most direct route from the neighborhood is to cross 43rd Street and walk down Bridger. Therefore, crosswalks and signals on 43rd Street at Jefferson and Pennsylvania were identified as a priority in order to provide a safer 43rd Street crossing. New sidewalks on the south side of 43rd Street between Jefferson and Broadway are included in this project. This project is consistent with the Kansas City Walkability Plan, which recommends:

- Improving sidewalks, streetscape, and lighting along 43rd Street.
- Minimizing 43rd Street divide by creating a “St. Luke’s Pedestrian Zone” at Wornall Road/43rd Street intersection.





demographics

housing

land use

zoning

ownership

development projects

choice in transportation

review of adopted plans

neighborhood assessment

planning issues

choice in

TRANSPORTATION

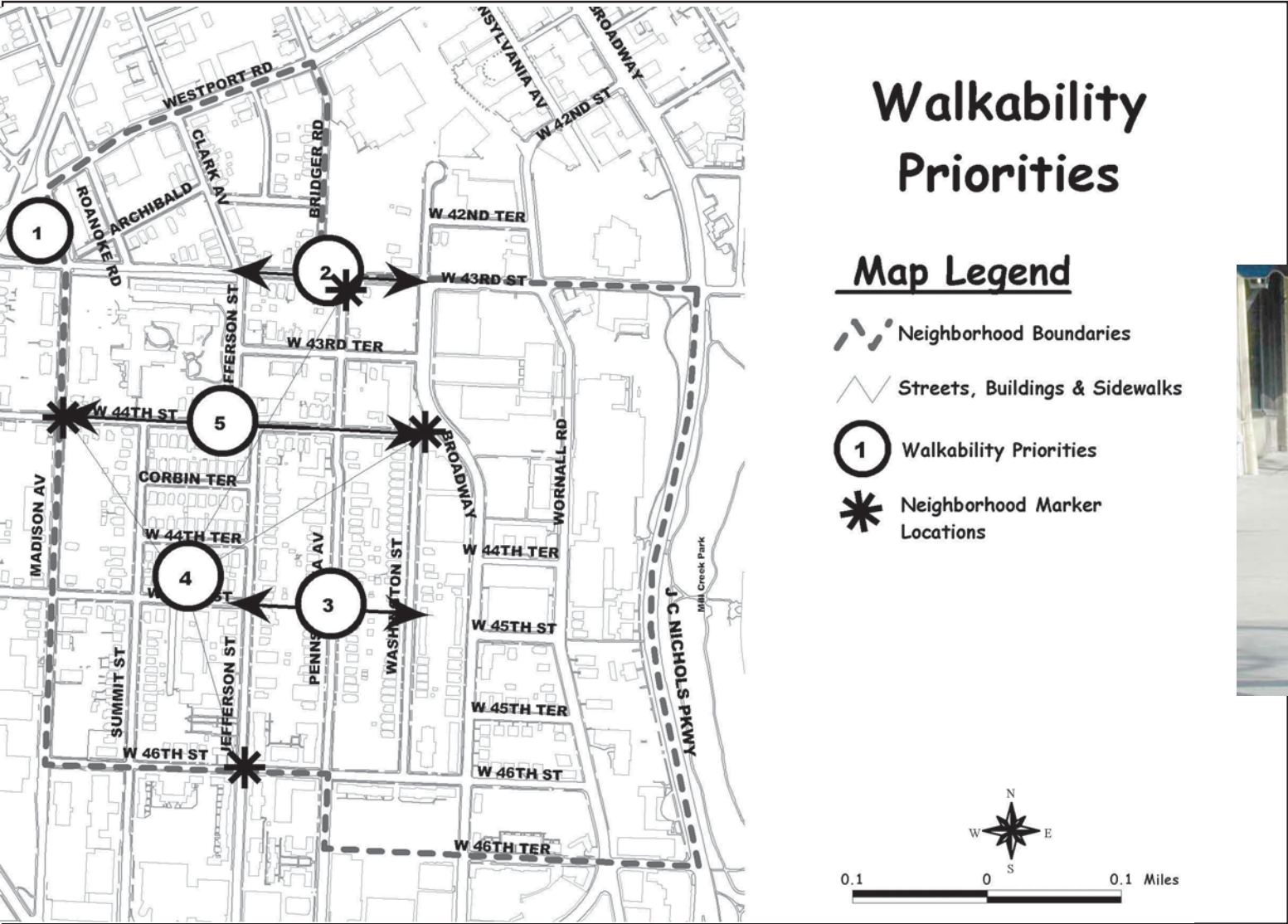
3. **Mid-block Connector** – This mid-block connector (in the vicinity of 45th Street) from Jefferson to Broadway would improve connection between the east side and west side of the neighborhood. Further study to identify a preferred route will be required.

4. **Neighborhood Entry Markers** - Neighborhood entry markers were proposed as a means of traffic calming on local streets. Several key entry points were identified; 44th and Madison, 46th and Jefferson, 44th and Broadway, 43rd and Pennsylvania.

5. **44th Street Traffic Calming** - Further study would be required to determine exactly what measures are appropriate.



Map 6: Plaza-Westport Walkability Priority Improvements





review of ADOPTED PLANS

demographics

housing

land use

zoning

ownership

development projects

choice in transportation

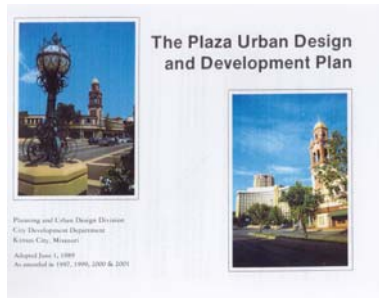
review of adopted plans

neighborhood assessment

planning issues

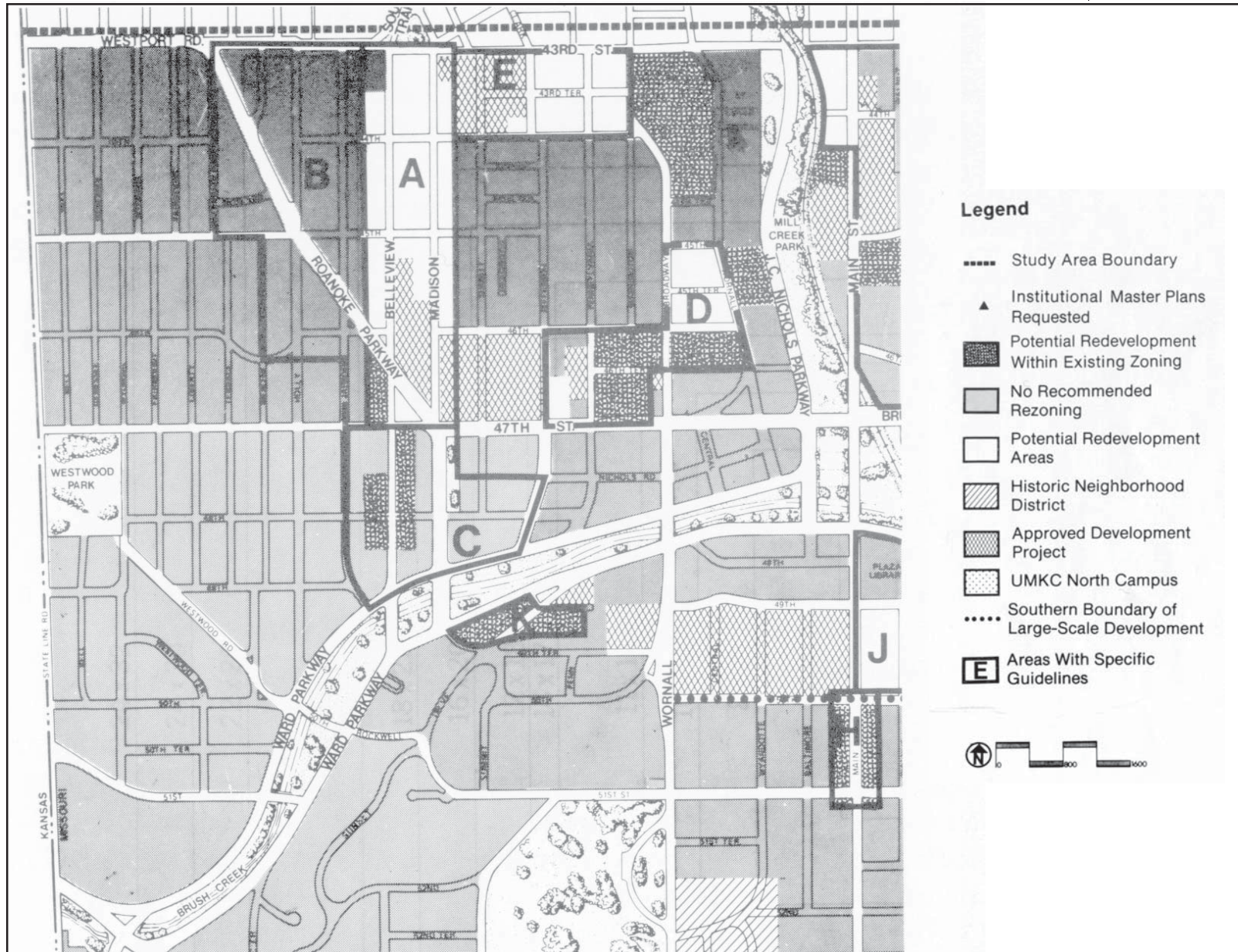
Plaza Urban Design and Development Plan

The ***Plaza Urban Design and Development Plan*** (adopted by the City Council on June 1, 1989 by Resolution 63190 and last amended on March 15, 2001 by Resolution 010282) Prior to the adoption of the plan, the ***Plaza Urban Design and Development Plan*** was the plan of record for the Plaza-Westport Neighborhood. This plan makes recommendations for a larger area.



Therefore, the recommendations of the ***Plaza-Westport Neighborhood Plan*** must be made in the context of the ***Plaza Urban Design and Development Plan***.

Map 7: Northwest Quadrant Planning Area - Plaza Urban Design & Development Plan





review of ADOPTED PLANS

demographics

housing

land use

zoning

ownership

development projects

choice in transportation

review of adopted plans

neighborhood assessment

planning issues

The Bowl Concept

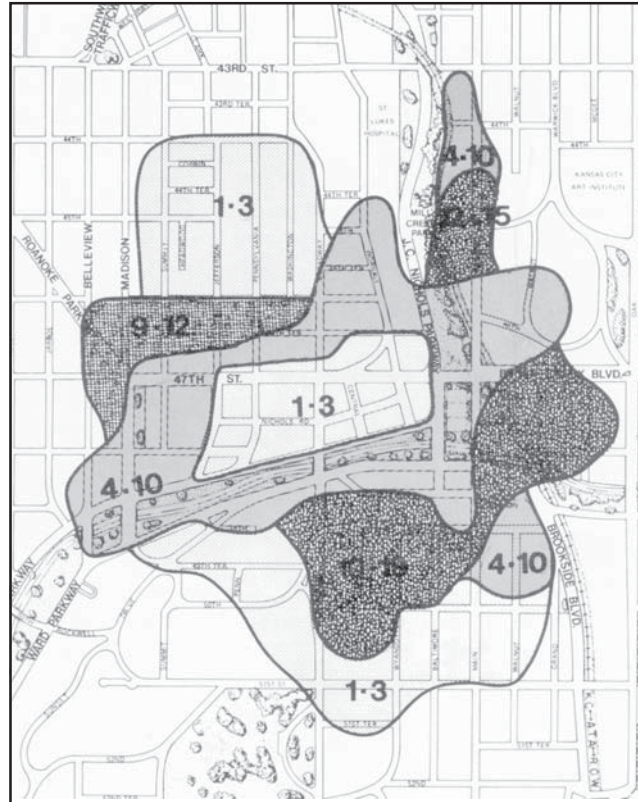
An important urban design concept within the ***Plaza Urban Design and Development Plan*** is the “bowl concept”—“the notion of buildings increasing in height as they are placed on the gently sloping hills, rising from Brush Creek.” In order to implement the bowl concept, the plan makes recommendations relating to the height of buildings within the planning area. The majority of the planning area is recommended to have a 1-3 story maximum height restriction. Areas outside of this area within the neighborhood are designated as being appropriate for 9-12



stories to the south of 46th street or are not within the height recommendation area to the north of 44th Street (See map 8). This concept carries into the Plaza-Westport Neighborhood Plan and continues to be the basis for building height policy for the area.



Map 8: The Bowl Concept - Plaza Urban Design & Development Plan





demographics

housing

land use

zoning

ownership

development projects

choice in transportation

review of adopted plans

neighborhood assessment

planning issues

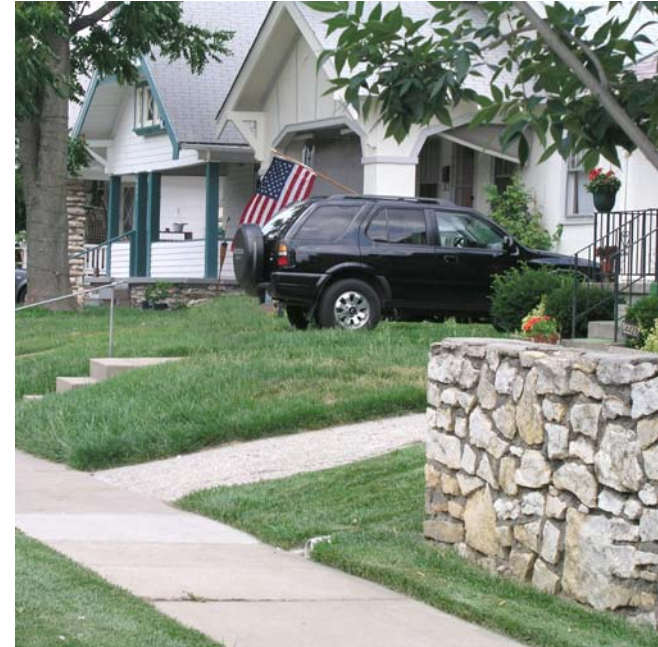


review of ADOPTED PLANS

FOCUS Kansas City Plan

FOCUS Kansas City, the city's comprehensive and strategic plan, was adopted unanimously by the City Council by Resolution 971268 in October, 1997. The **FOCUS Kansas City Urban Core Plan** recognizes the area between Westport and the Plaza as being a mix of single family and higher density residential units (see map on page 31). Among the policies the plan supports in this area includes:

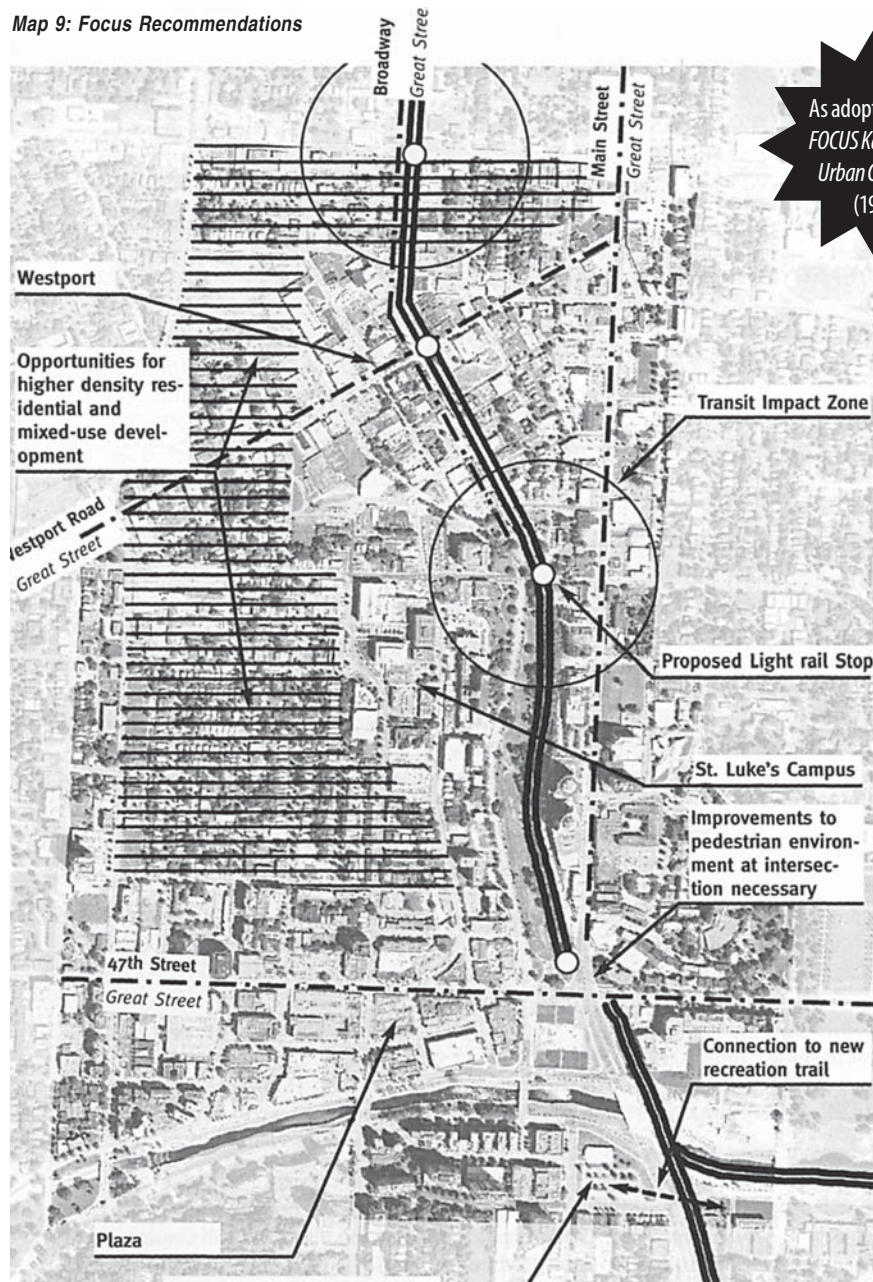
- ☼ The continued redevelopment of rehabilitated units and the construction of new apartments units that will increase the population within walking distance of these two areas.
- ☼ The importance that all future development and redevelopment projects should reinforce the historic fabric, placing the importance of the pedestrian experience over all others.
- ☼ Protecting the interior residential neighborhoods from commercial encroachment.
- ☼ Encouraging high density residential development between Westport and the Plaza.



The following map illustrates the recommendations of the **FOCUS Kansas City Urban Core Plan**, which identifies the neighborhood as an “*opportunity for higher density residential and mixed-use development.*”

N E I G H B O R H O O D C O N D I T I O N S

Map 9: Focus Recommendations



As adopted in the
FOCUS Kansas City
Urban Core Plan
(1997)





demographics

housing

land use

zoning

ownership

development projects

choice in transportation

review of adopted plans

neighborhood assessment

planning issues

neighborhood ASSESSMENT

On August 19, 2000, the Plaza-Westport Neighborhood, along with the Southmoreland and Westport Neighbors United Neighborhood Associations, participated in a **FOCUS** neighborhood self-assessment workshop and classified themselves as a **stabilization** neighborhood. These are established neighborhoods where:

"...Problems are starting to add up and are becoming harder to fix through our neighborhood association, a call to the City, or neighbors getting together to help one another. There are good aspects to the neighborhood but there are also problems that need to be addressed if the neighborhood is going to continue to be a place I want to live."



Overall the residents of the neighborhood view themselves as a residential enclave amidst many of the City's most noted amenities and service areas. Among the landmarks valued by the residents include:

- ☼ St. Luke's Hospital
- ☼ Westport and Plaza commercial districts
- ☼ Nelson-Atkins Museum of Art
- ☼ Mill Creek Park
- ☼ Religious Institutions

Among the concerns residents expressed about the neighborhood include:

- ☼ Property Maintenance
- ☼ Codes Enforcement
- ☼ Lack of Open Space
- ☼ Infrastructure Conditions





demographics

housing

land use

zoning

ownership

development projects

choice in transportation

review of adopted plans

neighborhood assessment

planning issues

PLANNING ISSUES

The Plaza-Westport Neighborhood is dominated by residential land uses. It has a mixture of predominantly single-family and multi-family uses, with most commercial and institutional uses clustered along its outer boundaries. In recent years the areas immediately around the neighborhood have experienced significant development pressures, with residential redevelopment to the north and commercial and institutional redevelopment within the Plaza and Westport areas. The roadways on the edges of the neighborhood carry significant levels of traffic and serve both as routes to area destinations and as throughways to other areas of the city. Residents see their neighborhood as a residential enclave among many of the City's most noted amenities and service areas. Although the proximity to these features is a plus, being located in this active environment presents challenges for residents and property owners alike. The following is a

listing of planning issues that will be addressed in the Recommendations chapter.

Housing Concerns Within the Area

- ✦ The single-family core may be threatened by existing multifamily zoning and large land-owners with plans for redevelopment.
- ✦ The need to increase home ownership in the neighborhood to encourage stability and provide a more healthy mix of owners and renters.
- ✦ The need for housing/building maintenance and compliance with property maintenance codes.
- ✦ The new interest in luxury apartments and condominium units in the Plaza area.
- ✦ That new or infill development will not be developed in a way that contributes to the traditional development patterns within the neighborhood.
- ✦ Institutions in the neighborhood are interested in maintaining and improving the housing conditions in the neighborhood in order to insure a viable, safe and attractive environment.



- ✱ The effect on safety and property values new apartment uses will have on the neighborhood.
- ✱ The preservation of the neighborhood's historic homes.
- ✱ The need to continue maintaining neighborhood homes in good condition.
- ✱ The adverse impact of new multi-family residential unit development on the edges of the neighborhood on the existing single family residential areas of the neighborhood

Commercial and Institutional Encroachment Into Adjacent Residential Areas

- ✱ The impacts of major activity centers such as the Plaza, Westport, and St. Luke's Hospital – including traffic and overflow parking on neighborhood streets.
- ✱ The uncertainty created by the future development plans of a few large landowners who control almost half of the neighborhood.
- ✱ The need to create predictability in the location, scale and character of future redevelopment in the neighborhood.
- ✱ The need for new policy related to height restrictions, density of development, traffic impacts and urban design criteria.
- ✱ The perception by some residents that the residential portions of the neighborhood are perceived by the development community as a place to redevelop, rather than a unique place to live.
- ✱ The need for additional neighborhood-serving commercial establishments in the neighborhood.



PLANNING ISSUES

demographics

housing

land use

zoning

ownership

development projects

choice in transportation

review of adopted plans

neighborhood assessment

planning issues

Transportation and Infrastructure Needs Within the Area

- ✱ The impact of large-scale redevelopment on the existing infrastructure.
- ✱ The need to establish new traffic patterns to accommodate increased growth.
- ✱ The idea that increased development paired with the lack of an identifiable neighborhood edge will cause increased traffic safety problems such as speeding and accidents.
- ✱ The need to repair or replace damaged curbs and sidewalks in the neighborhood.
- ✱ The need to preserve mature trees in the neighborhood and replace with appropriate species where necessary.
- ✱ The need to increase parks and open space opportunities in the neighborhood.
- ✱ The need to alleviate on-street parking problems.
- ✱ The need to enhance the multi-modal transportation system, particularly for pedestrians
- ✱ That the bicycle and pedestrian connectivity needs to be improved to areas both outside the neighborhood and within the neighborhood.



Safe City Concerns Within the Area

- ✱ The need to reduce crime (particularly non-violent crime) in the neighborhood.
- ✱ The need to reduce disorder issues related to property maintenance and the general appearance of the neighborhood.



INTRODUCTION

introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city

The following chapter contains policy statements and recommendations to address the issues identified in the Neighborhood Conditions chapter. It is divided into the following six general topics:

- ✿ **Land Use & Zoning**
(The Land Use Plan, Downzoning)
- ✿ **Housing**
(Housing Conditions, Historic Preservation)
- ✿ **Neighborhood Identity**
(Neighborhood Monuments)
- ✿ **Critical Resources**
(Curbs, Sidewalks, Street Trees, Parks)
- ✿ **Choice in Transportation**
(Roads, Parking, Walkability)
- ✿ **Safe City**
(Crime and Disorder Issues)

Each of these topics will be discussed according to the following outline:



1. THE CONTEXT & COMMUNITY INPUT

This will provide a list of issues identified during the planning process along with factual background information related to each issue. This section will also introduce the comments and concerns expressed by the community during the planning process. Whenever possible, issues are divided to communicate more specific concerns of the plan's participants.

2. POLICY STATEMENTS & ACTION STEPS

The policy statements react to the issues identified in the Context and Community Input section. These policy statements serve to define a general direction to address each issue. Each policy statement will include action steps which are specific courses of action designed to achieve a particular goal. The implementation responsibility is assigned to each action step.



The deteriorating condition of sidewalks, caused by tree roots and lack of maintenance, is a concern of neighborhood residents.

When appropriate, policies within the **FOCUS Kansas City Plan** will also be listed that provide support for the policies that are advocated within the plan. Since the **FOCUS Kansas City Plan** is the City's strategic and comprehensive plan, it is necessary for the policies of the neighborhood plan to be consistent with the **FOCUS Kansas City Plan**.



LAND USE and zoning

introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city

CONTEXT & COMMUNITY INPUT

Issue 1:

The existing single-family core of the neighborhood is threatened by additional multi-family residential and commercial encroachment.

The Context

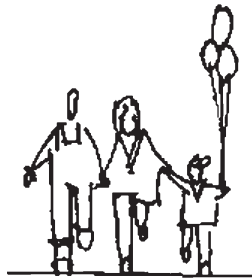
- ▶ Despite many decades of multi-family zoning and significant development pressures, the neighborhood retains an intact core of single-family homes.

Community Input

- ▶ Neighborhood planning participants believe that multi-family encroachment undermines the viability of the single-family core due to incompatibilities of character and scale.



R E C O M M E N D A T I O N S



Issue 2:

More commercial services are needed to serve the neighborhood.

The Context

- ▶ While regional commercial attractions flank the neighborhood to the north and south (The Plaza and Westport), commercial uses account for a small portion of the neighborhood and neighborhood-serving businesses are almost non-existent.

Community Input

- ▶ Although Westport and The Plaza are located nearby, neighborhood residents expressed a desire for more **neighborhood-oriented** commercial uses within the neighborhood such as a small coffee shop or café.





LAND USE and zoning

introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city

Issue 3:

The neighborhood expressed uncertainty over the scale and character of future redevelopment.

The Context

- ▶ Undeveloped land within the neighborhood accounts for a small percentage of the total land area in the neighborhood, but a few property owners control a large portion of these vacant lots.



- ▶ Five property owners own over half of the area within the Plaza-Westport Neighborhood. (See Ownership Map). Plans for these properties have not always been clear in the past, creating uncertainty about the future of the neighborhood.

Community Input

- ▶ Future development plans by major property owners and on all vacant properties in the neighborhood are a concern to neighborhood residents.
- ▶ Neighborhood residents also expressed concern that potential plans to redevelop properties in the single-family core threatened the continued viability of the core area.

Issue 4:

Although St.Luke's is viewed as a valued community partner, there are concerns about its impact on the area's traffic and future development patterns.

The Context

- ▶ Located in the eastern portion of the neighborhood along Broadway Boulevard and Wornall Road, St Luke's Hospital accounts for nearly 20% of the land area in the neighborhood.

Public Input

- ▶ Neighborhood planning participants believe that the impacts of St. Luke's as a major activity and employment center on the neighborhood are considerable. Primary impacts include traffic and overflow parking.





introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city

LAND USE and zoning

Issue 5:

Major development projects both within and around the neighborhood have had a major impact on the area.

The Context

- ▶ Nine major development projects completed in and around the neighborhood since 1990 reflect the significant development pressures that exist in the area.
- ▶ The neighborhood's proximity to both Westport and the Country Club Plaza ensures that these development pressures will continue into the future.



Community Input

- ▶ Participants in the planning process expressed concern over the effect that these major development projects have on the neighborhood, including increased traffic, incompatibilities of scale and design and overflow parking.

Issue 6:

The abundance of “open” zoning districts afford less control over future development on properties.

The Context

- ▶ Only a small percentage of the areas zoned for residential use are in “planned” zoning districts (districts where development is limited by a site plan for the property approved by the City Council). The remainder is in “open” zoning districts where the City has less control over development on the property.

Community Input

- ▶ Participants in the planning process expressed a desire to have more control over the design of future development projects in the neighborhood in order to avoid development that was out of scale and character with the existing neighborhood.





introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city

LAND USE and zoning

POLICY STATEMENTS & ACTION STEPS

The Land Use Plan is based on the following land use policies, which reflect input received from neighborhood stakeholders:

POLICY

In order to minimize potential incompatibilities of scale and density, and to better reflect existing land use patterns, additional multi-family encroachment into the single-family “core” should be prohibited.

Action Item

- The neighborhood should work with the City to downzone the single-family core area from the existing R4 (low apartment) zoning to R1b (one-family dwellings) to reflect the land use recommendations of this plan. This effort will be initiated by the neighborhood.

- [The **FOCUS Urban Core Plan** supports a general policy of neighborhood downzoning](#)



POLICY

Infill development in the single-family core should be consistent with the scale and character of existing homes.

Action Item

- ▶ Urban Design Guidelines in this plan will be used to review development/redevelopment proposals in the neighborhood by all applicable development review bodies.

Action Item

- ▶ The neighborhood should explore the creation of a “conservation” overlay district for the single-family core area to provide design and site development criteria for infill construction and rehabilitation.
 - The *FOCUS City Physical Framework Plan* states that infill housing should relate to the scale and character of the existing historic housing stock.
 - The *FOCUS City Preservation Plan* advocates the development of new zoning tools which provide design guidelines and site development controls to encourage quality rehabilitation and comparable new construction worthy of preservation in the future.

POLICY

Encourage more neighborhood-oriented commercial uses in areas designated for Neighborhood Mixed-Use on the Future Land Use Map.

Action Item

- ▶ The neighborhood residents should work with area land owners and neighborhood business owners to attract neighborhood-serving tenants to existing commercial structures in the neighborhood.



LAND USE and zoning

introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city

POLICY

There should be seamless transition areas between the single-family core and the more intensive development on the neighborhood edges. These transition areas should consist of higher density, attached single-family homes (row houses or town homes) which should build upon the characteristics of the single-family core.

Action Item

- ▶ The neighborhood residents and major property owners should work with the City to downzone areas identified as “Single-Family Attached/Detached” on the Future Land Use Map from R4 (low apartment) zoning to an appropriate zoning district that reflects the land use recommendations of this plan. This effort will be initiated by the neighborhood.
 - The *FOCUS Urban Core Plan* supports a [general policy of neighborhood downzoning](#)
 - The *FOCUS Neighborhood Prototypes Plan* encourages a [variety of quality housing choices within neighborhoods](#)

POLICY

Future redevelopment plans within the neighborhood shall be consistent with the land use and urban design guidelines in this plan.

Action Item

- ▶ The City and all development review bodies shall use the urban design guidelines to review all development projects in the corridor when applicable.
 - The *FOCUS Quality Places Building Block* supports development that [stresses building quality as much as quantity and that is flexible for different uses in the long term.](#)
 - The *FOCUS Neighborhood Livability Building Block* encourages the [creation of urban design standards that help create identity and that help preserve the unique identity of the area.](#)

POLICY

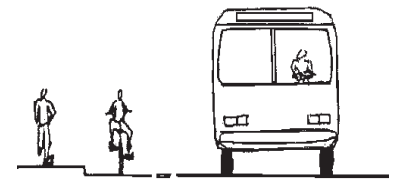
Redevelopment should be allowed to occur in areas outside the single-family core. Any development adjacent to the single-family core area should provide a transition element, including landscaping and/or fencing.

POLICY

Intensive auto oriented commercial businesses are not appropriate within the boundaries of this plan. Future development shall be suited to serve a multi-modal transportation system.

POLICY

When property is redeveloped or has a change in use, it shall be rezoned or placed within a planned zoning district that is consistent with the City's adopted land use policy.





LAND USE and zoning

introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city

POLICY

All development or redevelopment projects which require a rezoning on properties that currently have a commercial zoning designation shall be required to have a planned zoning designation to insure that the future use is consistent with the policies of this plan.

POLICY

The height of all new buildings within the neighborhood shall be in conformance with the “Bowl Concept” of the ***Plaza Urban Design and Development Plan.***

POLICY

The plan designates an area that occupies almost all of the half block on the east side of Madison Avenue between 44th Street and 45th Street, as a high density multi-family land use classification. This is consistent with the development that was adopted by the City Council by Ordinance # 031225 on December 4, 2003. This project, which approved a 4 story 132 unit apartment development, is within a planned zoning district. Any future proposal at this location which would require additional density or increased building height would not be supported by this plan and would necessitate an amendment to the planned zoning district.



R E C O M M E N D A T I O N S

THE LAND USE PLAN

Land use planning policy is different from zoning in that planning is the guide or intent of the future use of land, while zoning is the law that determines the allowable uses on this land. Planning drives zoning. All requests for rezoning must comply with the City's adopted comprehensive plan, which is the ***FOCUS Kansas City Plan***. Other more detailed plans, such as the ***Plaza/Westport Neighborhood Plan***, make detailed recommendations regarding land use and provide the basis for Council decisions. The Future Land Use Map shows where different uses should be located in the Plaza/Westport Neighborhood in the long term. Zoning helps implement land use plans by regulating exactly what uses are allowed on specific parcels of land and how they can be developed in terms of placement on the lot, height, density, access, parking, signage, setbacks, and other design requirements.

Definition of Land Use Categories*

Single-family Detached

- Housing Unit Density Range: 7 to 15 units per acre.

These areas are intended for conservation of the existing single-family "core" and to ensure that any future infill development will be compatible in use, scale, density and housing type. Uses in this category are limited to single-family detached homes at higher, traditional urban densities. Lot sizes in these areas should reflect existing densities.

Single-family Attached/Detached

- Housing Unit Density Range: 8 to 20 units per acre

This land use category allows for high density, attached single-family development. Single-family detached houses, row-house or townhouse style residential development is appropriate in these areas.

Multi-Family Residential (Medium Density)

- Housing Unit Density Range: 9 to 29 units per acre.

This land use category is intended to allow for smaller scale and lower density multifamily development.

Multi-Family Residential (High Density):

- Housing Unit Density Range: 30 to 124.5 units per acre

This land use category is intended to allow for larger scale and higher density multifamily development.

* The height of buildings should be in conformance with the "Bowl Concept" as recommended in the Plaza Urban Design and Development Plan. For areas outside of the Bowl Concept Plan, building heights should not exceed three stories or 45 feet.

(continued on next page)

THE LAND USE PLAN

Definition of Land Use Categories*:

Office:

These areas are intended for office uses, including medical offices associated with St Luke's Hospital. These areas reflect both existing and planned medical office development in the neighborhood.

Institutional:

These areas are intended for the St Luke's Hospital campus, Bishop Spencer Place, churches, schools and other semi-public places.

Neighborhood Mixed-Use:

This land use category is intended to include a mix of neighborhood retail (such as convenience goods), restaurants (small café's or coffee shops), office and personal services and residential uses. These areas are intended to offer nearby residents places to shop, have a meal or get a haircut. Their potential services are wide ranging but tend to be small scale operations. Two of the Neighborhood Mixed-Use areas have existing, high quality buildings built in the early part of the last century, that were designed for these activities. These uses should encourage pedestrian activity from the neighborhood and discourage excessive automobile traffic from outside the neighborhood. These areas are generally not intended to support such uses as outdoor storage, billboards, car lots, service stations, or communications towers.

Mixed-Use:

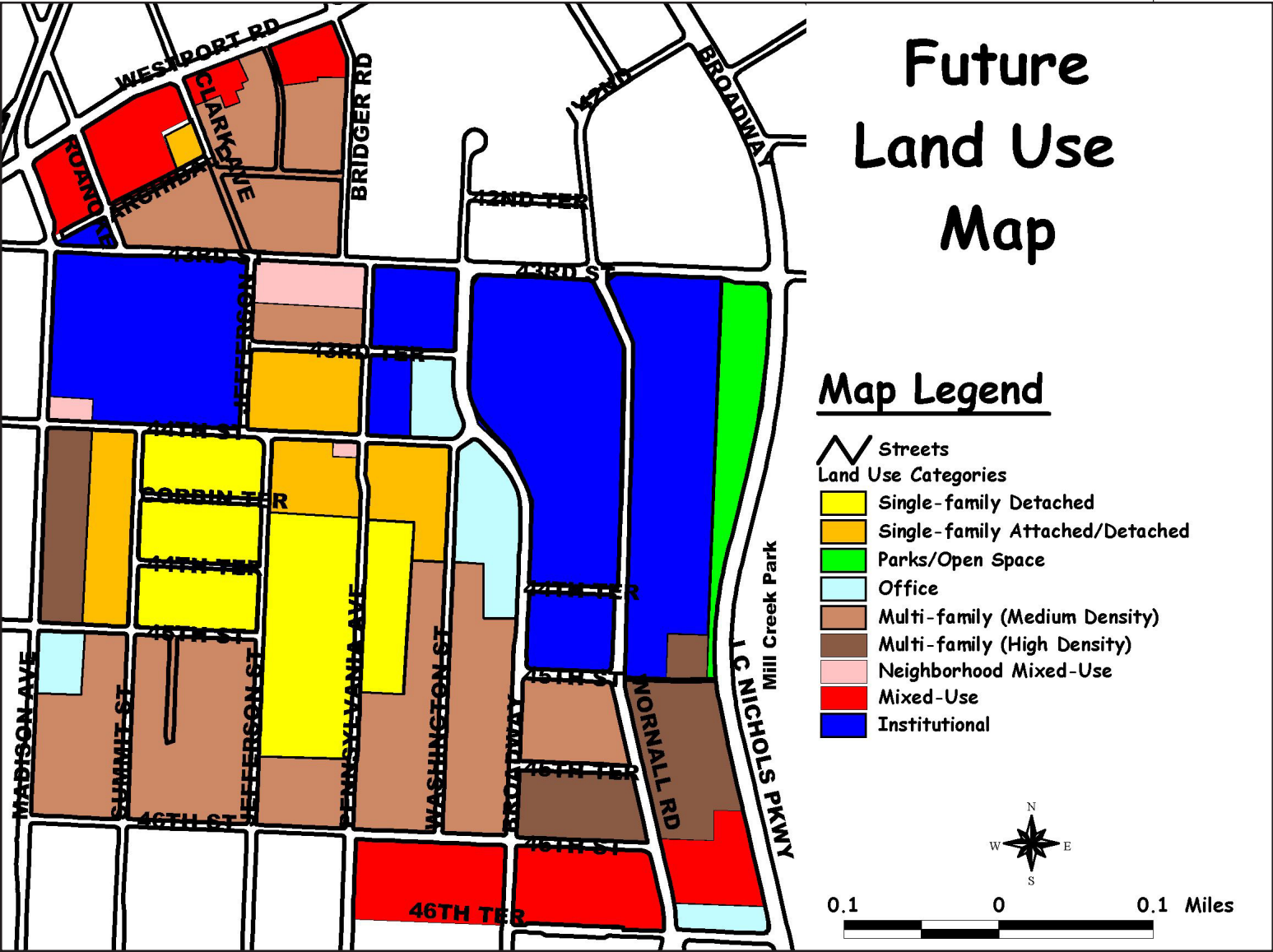
This land use category is intended to include a combination of uses, including commercial, office, residential and community serving facilities. These areas are intended to include a broader range of shopping and personal services than the Neighborhood Mixed-Use category, as well as residential, institutional, and office uses. Development in these areas should be consistent with the mixed-use guidelines in the *FOCUS Kansas City Plan*.

Parks/Open Space:

This land use category reflects the existing parkland on JC Nichols Parkway.

* The height of buildings should be in conformance with the "Bowl Concept" as recommended in the Plaza Urban Design and Development Plan. For areas outside of the Bowl Concept Plan, building heights should not exceed three stories or 45 feet.

Map 10: Plaza-Westport Proposed Land Use





introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city

HOUSING

CONTEXT & COMMUNITY INPUT

Issue 1:

The large number of renter occupied housing units may decrease the neighborhood's stability.

The Context

- ▶ The neighborhood is predominantly a "renter" neighborhood, with only 20% of the neighborhood housing units being owner occupied.
- ▶ More than 3/4 of the housing units are in multi-family structures (compared to 1/3 citywide), which are typically not owner occupied.

Community Input

- ▶ Participants in the planning process felt that increasing owner occupancy would provide greater stability in the neighborhood.



Issue 2:

The older, traditional homes in the single-family core should be preserved and new development should respect the scale and character of existing homes.



The Context

- ▶ Almost 1/3 of the housing units in the neighborhood were built before 1940, most of which are bungalow style single-family homes. These homes are concentrated in the interior portion of the neighborhood (the single-family core).

Community Input

- ▶ Neighborhood residents expressed interest in exploring ways to preserve the older, traditional housing stock in the neighborhood.
- ▶ Participants in the planning process felt that new development should respect the scale and character of the neighborhood's historic homes.



HOUSING

introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city

Issue 3:

The neighborhood housing is in relatively good condition.

The Context

- ▶ Despite the age of the housing, the results of the City's recent housing condition survey indicate that the housing in the neighborhood is in relatively good condition (compared to other "urban core" neighborhoods). See the **Plaza Westport Databook** for more information on the Housing Conditions Survey.

Community Input

- ▶ Property maintenance issues were raised as a concern during the planning process as well as the **FOCUS** neighborhood assessment workshop.



POLICY STATEMENTS & ACTION STEPS

POLICY

The neighborhood should continue to work with the City on code enforcement issues to maintain the relatively sound housing in the neighborhood.

Action Item

- ▶ The neighborhood shall form a property maintenance committee to work with city departments that handle code enforcement issues and identify properties that are not in compliance with the City's codes.

Action Item

- ▶ The City will work with the Neighborhood to train residents in basic property maintenance and nuisance code investigation.
 - The *FOCUS Neighborhood Livability Building Block* promotes code enforcement and other efforts that help improve housing conditions in the neighborhood
 - The *FOCUS Neighborhood Prototypes Plan* advocates expanding training for residents to perform codes inspections in their neighborhoods and granting neighborhoods the authority to cite violations.



HOUSING

introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city

POLICY

The historic character of the houses in the single-family core area should be preserved.

Action Item

- ▶ The neighborhood shall work with the Landmark Commission to explore the establishment of a Historic District.
 - The ***FOCUS Neighborhood Livability Building Block*** promotes preserving historic assets so that the prevailing character of the neighborhood is maintained.
 - The ***FOCUS Citywide Physical Framework Building Block*** encourages that all infill housing should relate to the scale and character of the existing or historic neighborhood.



POLICY

Increase homeownership in the neighborhood, particularly in the single-family core area.

Action Item

- ▶ The neighborhood shall explore the feasibility of establishing restrictive covenants which would require that homes in the single family core be owner occupied.

Action Item

- ▶ The neighborhood and St Luke's Hospital should partner to market homes in the neighborhood to hospital employees.

Action Item

- ▶ The neighborhood shall work with local real estate professionals to initiate a marketing campaign designed to attract potential homebuyers to the neighborhood. (Related action items include code enforcement and crime reduction.)

Action Item

- ▶ The neighborhood shall work with owners of rental property in the single-family core to encourage the sale of homes to owner-occupants.
 - An objective of the *FOCUS Kansas City Neighborhood Prototypes Plan* is to create a balanced, healthy owner/renter mix.
 - The *FOCUS Neighborhood Livability Building Block* advocates the use of "neighborhood self-marketing" to reinforce neighborhood identity and promote the value and richness of the neighborhood.





neighborhood IDENTITY

introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city

CONTEXT & COMMUNITY INPUT

Issue 1:

The sense of neighborhood identity needs to be enhanced.

The Context

The neighborhood is often associated with the Country Club Plaza and Westport (even the neighborhood's name perpetuates this notion) and has little identity of its own.

Public Input

Neighborhood residents expressed a desire to establish a unique identity for the neighborhood, independent of its two more well known neighbors.

Neighborhoods in which residents value the neighborhoods unique identity will be more marketable and will be places where people desire to live.

– FOCUS Kansas City Plan



POLICY STATEMENTS & ACTION STEPS

POLICY

Gateway elements shall be strategically located and designed through a partnership of the public and private sectors to create a sense of arrival into the neighborhood.

Action Item

- ▶ The neighborhood shall pursue funding for the design and construction of neighborhood entry markers at major vehicular and pedestrian entries into the neighborhood (see illustration).

Action Item

- ▶ The neighborhood will hold a competition among local artists for the design of key neighborhood entry markers.
 - The *FOCUS Quality Places to Live and Work Building Block* calls for the use of “symbolic gateways - entry points that announce that you are entering a special place” to provide neighborhoods with a distinct and identifiable character.
 - The *FOCUS Neighborhood Livability Building Block* asserts that “livable” neighborhoods should have an identity based on physical character, people or history.

POLICY

The urban design guidelines recommended in this plan should be used to preserve and enhance the existing identity and character of the neighborhood when applicable.

Action Item

- ▶ The City and all development review bodies shall use the urban design guidelines to review all development projects in the corridor.
 - The *FOCUS Neighborhood Prototype Plan* advocates the use of Urban Design standards that help create identity and that help preserve the unique identity of the area.
 - The *FOCUS Quality Places to Live and Work Building Block* stresses that all new development should stress quality urban design that is consistent with the historic development patterns of an area.



introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city

critical

RESOURCES

CONTEXT & COMMUNITY INPUT

Issue 1:

Many curbs and sidewalks in the neighborhood are in need of repair.

The Context

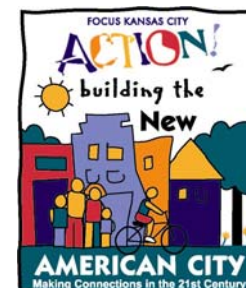
- ▶ Many sidewalks have been damaged by tree roots and lack of maintenance. A survey should be done to document the condition of curbs and sidewalks in the neighborhood and to prioritize locations for repairs/replacements.

Community Input

- ▶ The poor condition of neighborhood sidewalks and street curbs was raised as a concern by neighborhood residents during both the planning process and the neighborhood assessment workshop. Specific Streets which were mentioned include 43rd Street, 44th Street and Washington Street. Participants felt that repairing the neighborhood curbs and sidewalks would not only improve walkability, but would be a first step to encouraging reinvestment from neighborhood property owners.

For Kansas City to become the model New American City, commitment to investment in the most basic city services is a high priority.

– FOCUS Kansas City Plan



R E C O M M E N D A T I O N S

Issue 2:

The neighborhood has many mature trees which should be preserved.

The Context

- ▶ The neighborhood's stock of mature trees contributes to the overall character and image of the neighborhood.

Community Input

- ▶ The neighborhood values its mature trees and expressed interest in preserving the existing trees and replacing trees with appropriate species where necessary.



Issue 3:

Better access to parks/green space is needed within the neighborhood.

The Context

- ▶ Although Mill Creek Park is located just outside the neighborhood boundaries, pedestrian access is hampered by long blocks and lack of direct connections from the western portion of the neighborhood.

Community Input

- ▶ Residents said that they would like to have a small “pocket” park within the neighborhood and that they would like to create better access to Mill Creek Park by creating pedestrian pathways through the neighborhood.



critical RESOURCES

introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city

POLICY STATEMENTS & ACTION STEPS

POLICY

Curbs and sidewalks that are damaged in the neighborhood should be replaced or repaired.

Action Item

- ▶ The neighborhood should work with the City to conduct a survey documenting the condition of neighborhood curbs and sidewalks and any other infrastructure which may be in need of repair or replacement.

Action Item

- ▶ The neighborhood should create a prioritized list of improvement projects.

Action Item

- ▶ The neighborhood should work with community anchors and the City to support and perhaps secure funding for priority capital improvement projects.

Action Item

- ▶ The neighborhood should apply for funding through the Public Improvements Advisory Committee (PIAC) for priority projects.

Action Item

- ▶ The neighborhood should explore other potential funding sources, such as the creation of a neighborhood improvement district.
 - The *FOCUS Neighborhood Livability Building Block* encourages neighborhoods to coordinate their neighborhood improvement efforts with community anchors.
 - The *FOCUS Investing Critical Resources Building Block* places a high priority on maintaining existing infrastructure in developed areas.

POLICY

The mature trees in the neighborhood should be preserved.

Action Item

- ▶ The neighborhood should partner with area universities and/or the City Forester to survey existing trees and identify strategies for preservation and appropriate species for replacement where needed.
 - The *FOCUS Governance Plan* encourages neighborhoods to find ways to improve their self-reliance, authority and strength.

POLICY

Access to existing parks as well as the creation of additional green space should be encouraged.

Action Item

- ▶ The City should work with developers of future projects to provide green space within the neighborhood.

Action Item

- ▶ The neighborhood should work with neighborhood anchors and the City to explore a mid-block pedestrian connection between Jefferson, Pennsylvania, Washington and Broadway to improve east-west pedestrian access (see Walkability recommendations).
 - The *FOCUS Neighborhood Livability Building Block* advocates the creation of pedestrian and bicycle paths which link neighborhoods to parks and other destinations.





introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city

choice in

TRANSPORTATION

CONTEXT & COMMUNITY INPUT

Issue 1:

Adjacent activity centers and major streets may increase traffic volume on residential streets.

The Context

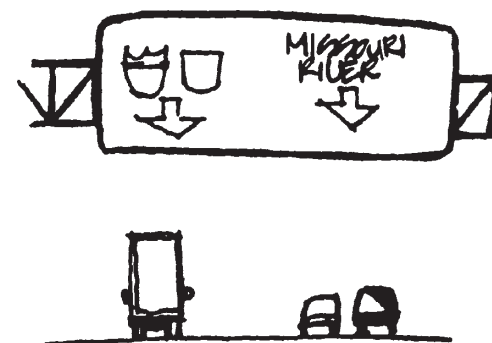
- ▶ Several major streets which run on the periphery of the neighborhood provide excellent access to the arterial street system, but may also impact traffic levels within the neighborhood.

Community Input

- ▶ Participants in the planning process were concerned that the neighborhood streets were often used as a short-cut to get to major streets like Madison Avenue and destinations like St. Luke's Hospital.

The ability to move people and goods throughout the city, and to connect all locations within the city is essential to the economic, social, and cultural success of the New American City.

– FOCUS Kansas City Plan



R E C O M M E N D A T I O N S



Issue 2:

Neighborhood residents often compete with nearby development for parking on the neighborhood's streets.

Context

- ▶ Because it is an older area of the city many of the homes in the neighborhood don't have driveways, forcing many residents to park on the street.

Community Input

- ▶ Participants in the planning process raised the issue that neighborhood streets are often filled with overflow parking from adjacent developments (i.e. St Luke's Hospital and apartment buildings within the neighborhood). Residents expressed that they often have trouble finding an on-street parking place and have to park far from their homes.

Issue 3:

The availability of public transit in the neighborhood contributes to a relatively complete multi-modal transportation system.

Context

- ▶ Access to transit service is an important component of an effective multi-modal transportation system.
- ▶ The neighborhood is well served by transit. All areas of the neighborhood are within walking distance (1/4 mile) of a transit stop and there are numerous bus routes within 1/4 mile of the neighborhood.
- ▶ Transit service to the neighborhood may even improve soon with the implementation of Rapid Bus (an enhanced bus service with faster service and fewer stops) on Main Street.





introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city

choice in TRANSPORTATION

Issue 4:

Although the pedestrian system in the neighborhood is relatively complete and there are numerous pedestrian destinations within walking distance of the neighborhood, enhancements are needed to improve walkability.

The Context

- ▶ Because there are numerous pedestrian destinations within walking distance of the neighborhood including shopping and employment in the Country Club Plaza and Westport, St. Luke's Hospital, Mill Creek Park, Brush Creek, and various transit routes, walking demand in the neighborhood is high.

Community Input

- ▶ Although the pedestrian system that carries this demand is relatively complete (sidewalks are present on both sides of all streets and the grid street system in the neighborhood provides good directness for pedestrian trips), enhancements are needed. Neighborhood residents identified five priority walkability enhancements after performing a Neighborhood Walkability Survey (see the Neighborhood Conditions chapter for a summary of the survey results). These priority projects have been included in the following walkability recommendations.



R E C O M M E N D A T I O N S

POLICY STATEMENTS & ACTION STEPS

POLICY

Traffic calming techniques should be examined to reduce speeding and traffic volume on neighboring streets from adjacent arterial streets and activity centers. Special attention should be given to neighborhood entry points.

Action Item

- ▶ The neighborhood should seek funds to conduct a study of traffic flows in the neighborhood and identify solutions to traffic problems, including traffic calming. Strategies should include shorter turning radii at intersections and narrowed street width at crosswalks.
 - The *FOCUS Quality Places to Live and Work Building Block* advocates applying traffic calming techniques in residential, retail, and other pedestrian oriented areas to increase safety for people walking, while still providing good vehicular access.

POLICY

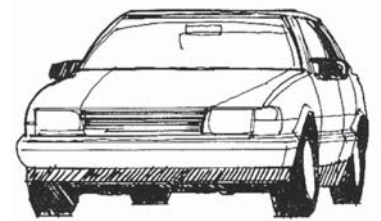
Neighborhood residential streets should be reserved for resident parking. Parking for nearby destinations should be prohibited.

Action Item

- ▶ The neighborhood will work with the Public Works Department to create a residential parking sticker program in order to restrict parking on neighborhood streets.
 - The *FOCUS Quality Places to Live and Work Building Block* advocates on-street parking to provide a buffer between traffic and pedestrian.
 - The neighborhood will work with institutions to educate employees on parking elsewhere.

Action Item

- ▶ The neighborhood will work with institutions to educate employees to park elsewhere.





introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city



choice in TRANSPORTATION

POLICY

The neighborhood should continue to benefit from good access to public transit.

Action Item

- ▶ The neighborhood should work with the Area Transportation Authority and the City to ensure that transit decisions do not adversely impact the neighborhoods existing level of service and work to improve public transit options in the future.
 - [*The **FOCUS Kansas City Plan** recognizes public transit as an essential component of a multi-modal transportation system and advocates the creation of level-of-service standards for all modes, including transit.*](#)

POLICY

There should be improved pedestrian access from the neighborhood to destinations identified during the Neighborhood Walkability Survey.

Action Item

- ▶ The neighborhood shall work with the City to improve street crossings in the Westport Rd/Southwest Trafficway/43rd Street intersection complex. These improvements shall:
 - [*Be designed to achieve a minimum level of service of "B", according to the recommendations of the **Kansas City Walkability Plan**;*](#)
 - [*Be coordinated with future plans for the reconfiguration of the intersection;*](#)
 - [*Include short-term improvements in lieu of intersection reconfiguration; and,*](#)
 - [*Consider the most direct and safe route from the neighborhood to the shopping center on the northwest corner of the intersection.*](#)

Action Item

- ▶ The neighborhood shall work with the City to improve sidewalks, streetscape and install enhanced mid-block pedestrian crossings on 43rd Street.

R E C O M M E N D A T I O N S

Action Item

- ▶ The neighborhood shall partner with neighborhood landowners, institutions and the City to establish a series of mid-block connectors to create a direct and continuous pedestrian connection to Mill Creek Park.

Action Item

- ▶ The neighborhood shall partner with St Luke's Hospital to improve the condition of the existing stairway connecting Wornall Road and JC Nichols Parkway.

Action Item

- ▶ The neighborhood shall work with the City to conduct a study for traffic calming, particularly at locations identified during the walkability assessment.
 - The **FOCUS Kansas City Plan** recognizes that a "direct, continuous, safe, pleasant, and secure" pedestrian system is a vital step towards creating a multi-modal transportation system.
 - The **FOCUS Quality Places to Live and Work Building Block** recommends the provision of pedestrian passageways through blocks in urban areas.
 - The **FOCUS Physical Framework Plan** designates the Plaza-Westport neighborhood as a Pedestrian Zone, where specific design and development guidelines are proposed to preserve and enhance the pedestrian environment.

POLICY

All future development projects (particularly those receiving tax incentives) and street improvements shall adhere to the level of service guidelines of the ***Kansas City Walkability Plan***.

Action Item

City staff shall work with developers to ensure that development proposals are consistent with the level of service guidelines of the ***Kansas City Walkability Plan***.

- The **FOCUS Physical Framework Plan** recommends the use of pedestrian level of service standards to measure the effectiveness of the pedestrian system when reviewing development proposals.
- The **FOCUS Physical Framework Plan** recommends requiring traffic impact studies that consider all transportation modes for new development proposals.





SAFE CITY ISSUES

introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city

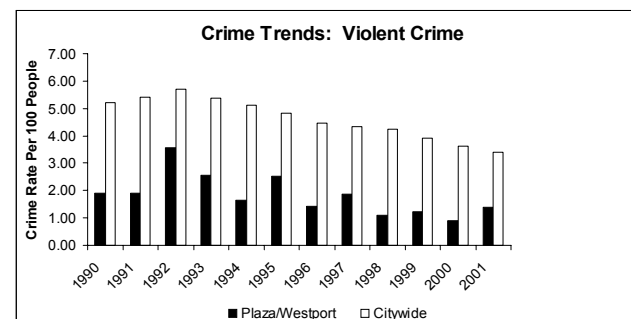
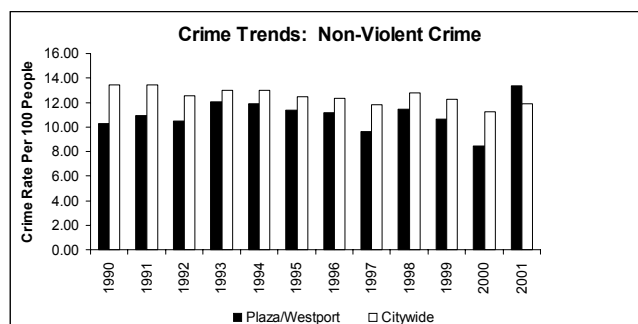
CONTEXT & COMMUNITY INPUT

Issue 1:

While both non-violent and violent crimes have been historically low compared to the rest of the city, recent increases in non-violent crime may indicate a need for improved prevention measures in the neighborhood.

The Context

- ▶ Since 1990, both violent and non-violent crime have generally been below citywide crime levels. The exception was in 2001 when non-violent crime levels rose dramatically (37% over the previous year) marking the end of a 3-year decline of non-violent crime.



Issue 2:

“Disorder” issues, such as property and infrastructure maintenance issues can erode the perception of safety in a neighborhood.

The Context

- ▶ Safety problems are complex and interrelated. When the housing in a neighborhood begins to deteriorate, for example, it leads to increased risk of injury, and disease, as well as crime.
- ▶ The ***KC Safe City Initiative*** advocates that a neighborhood’s appearance should be orderly and inviting with clean streets and public spaces, few or no vacant buildings, and no signs of decay that can cause neighborhoods to be perceived as unsafe and may attract crime.
- ▶ Under the ***KC Safe City Initiative*** model, block clubs are a basic unit of the new safety system. Block clubs and neighborhoods are given new tools to prevent safety, health and quality-of-life problems, and to pull in the resources of local businesses, community groups, safety professionals and city departments.
- ▶ Neighborhood groups are also encouraged to take a new role in the safety system, by stepping up prevention activities and helping to head off quality-of-life problems and neighborhood deterioration.

Community Input

- ▶ Property maintenance and neighborhood appearance were common themes during both the planning process and the neighborhood assessment workshop.
- ▶ Neighborhood residents have already initiated a neighborhood crime watch.





introduction

land use and zoning

housing

neighborhood identity

critical resources

choice in transportation

safe city

SAFE CITY ISSUES

POLICY STATEMENTS & ACTION STEPS

POLICY

In order to protect existing residents and better market the neighborhood to prospective homebuyers, crime and perceptions of crime should be minimized.

Action Item

- ▶ The neighborhood should work to expand participation in its existing neighborhood watch program.

Action Item

- ▶ New development in the neighborhood should follow the guidelines for safe development proposed in the ***KC Safe City Initiative***.
 - The ***FOCUS Quality Places to Live and Work Building Block*** advocates using urban design to enhance the safety of individuals.

POLICY

Reduce “disorder” in the neighborhood by improving property maintenance.

Action Item

- ▶ The neighborhood should continue to monitor and report code violations (see Housing recommendations).

Action Item

- ▶ The neighborhood should work with the City’s Safe City Initiative office to develop a strategy to reduce neighborhood “disorder” and improve the neighborhood “image”.
 - The ***FOCUS Neighborhood Livability Building Block*** promotes better code enforcement, expanded housing rehabilitation and preservation of historic resources as ways to improve the livability of a neighborhood.



introduction

implementation matrix

decision making criteria

design guidelines

INTRODUCTION

The implementation chapter is a plan of action and a set of tools to be used to achieve the goals of this plan. The chapter includes the following sections:

- ☼ **Implementation Matrix:** Summarizes tasks recommended in the plan and assigns responsibilities and timelines for completion.
- ☼ **Decision-Making Criteria:** A set of criteria that has been developed to ensure that decisions made by the City regarding development in the neighborhood are consistent with this plan.
- ☼ **Design Guidelines:** Guidelines intended to ensure that new development is consistent and compatible with the traditional character of the neighborhood.



implementation MATRIX

The purpose of the implementation matrix is to summarize the action steps recommended in the plan. The matrix identifies responsible parties and a general timeline for each task.

The Implementation Matrix outlines:

- ☼ Projects recommended in the plan.
- ☼ Primary participants and partnerships that identify the probable entities needed in the action or project.
- ☼ Time frame or period of action in which an action or project should occur. This is expressed in terms of short term (1 to 3 years), medium term (3-5 years) and long term (over 5 years).



Action Steps	Implementation Responsibility					Time Frame		
	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
1. LAND USE								
a. The neighborhood should work with the City to downzone the single-family core area from the existing R4 (low apartment) zoning to R1b (one family dwellings) to reflect the land use recommendations of this plan. This effort will be initiated by the neighborhood.	★	★	★			★		
b. Urban Design Guidelines in this plan will be used to review development/redevelopment proposals in the neighborhood by all applicable development review bodies.	★	★		★		★		
c. The neighborhood should explore the creation of a “conservation” overlay district for the single-family core area to provide design and site development criteria for infill construction and rehabilitation.	★	★	★	★			★	
d. The neighborhood residents should work with area land owners and neighborhood business owners to attract neighborhood-serving tenants to existing commercial structures in the neighborhood.	★		★	★	★		★	



Action Steps	Implementation Responsibility					Time Frame		
1. LAND USE (continued)	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
e. The neighborhood residents and major property owners should work with the City to downzone areas identified as "Single-Family Attached/Detached" on the Future Land Use Map from R4 (low apartment) zoning to an appropriate zoning district that reflects the land use recommendations of this plan.	★	★	★			★		
2. HOUSING								
a. The neighborhood shall form a property maintenance committee to work with city departments that handle code enforcement issues and identify properties that are not in compliance with the City's codes.	★		★			★		
b. The City will work with the Neighborhood to train residents in basic property maintenance and nuisance code investigation.	★	★					★	
c. The neighborhood shall work with the Landmarks Commission to explore the establishment of a Historic District.	★	★					★	
d. The neighborhood shall explore the feasibility of establishing restrictive covenants which would require that homes in the single family core be owner occupied.	★		★					★
e. The neighborhood and St Luke's Hospital should partner to market homes in the neighborhood to hospital employees.	★		★				★	



Action Steps	Implementation Responsibility					Time Frame		
	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
2. HOUSING (continued)								
f. The neighborhood shall work with local real estate professionals to initiate a marketing campaign designed to attract potential homebuyers to the neighborhood.	★		★				★	
g. The neighborhood shall work with owners of rental property in the single-family core to encourage the sale of homes to owner-occupants.	★		★				★	
3. NEIGHBORHOOD IDENTITY								
a. The neighborhood shall pursue funding for the design and construction of neighborhood entry markers at major vehicular and pedestrian entries into the neighborhood.	★		★	★			★	
b. The neighborhood will hold a competition among local artists for the design of key neighborhood entry markers.	★		★				★	
c. The City and all development review bodies shall use the urban design guidelines to review all development projects in the corridor.	★	★		★		★		
4. CRITICAL RESOURCES								
a. The neighborhood should work with the City to conduct a survey documenting the condition of neighborhood curbs and sidewalks and any other infrastructure which may be in need of repair or replacement.	★	★				★		



Action Steps	Implementation Responsibility					Time Frame		
4. CRITICAL RESOURCES (continued)	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
b. The neighborhood should create a prioritized list of improvement projects.	★					★		
c. The neighborhood should work with community anchors and the City to support and perhaps secure funding for priority capital improvement projects.	★	★	★	★		★		
d. The neighborhood should apply for funding through the Public Improvements Advisory Committee (PIAC) for priority projects.	★	★				★		
e. The neighborhood should explore other potential funding sources, such as the creation of a neighborhood improvement district.	★	★						★
f. The neighborhood should partner with area universities and/or the City Forester to survey existing trees and identify strategies for preservation and appropriate species for replacement where needed.	★	★	★					★
g. The City should work with developers of future projects to provide green space within the neighborhood.	★	★	★	★				★
h. The neighborhood should work with neighborhood anchors and the City to explore a mid-block pedestrian connection between Jefferson, Pennsylvania, Washington and Broadway to improve east-west pedestrian access.	★	★	★				★	



Action Steps	Implementation Responsibility					Time Frame		
	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
5. TRANSPORTATION								
a. The neighborhood should seek funds to conduct a study of traffic flows in the neighborhood and identify solutions to traffic problems, including traffic calming. Strategies should include shorter turning radii at intersections and narrowed street width at crosswalks.	★	★	★				★	
b. The neighborhood will work with the Public Works Department to create a residential parking sticker program in order to restrict parking on neighborhood streets.	★	★				★		
c. The neighborhood will work with institutions to educate employees to park elsewhere.	★		★			★		
d. The neighborhood should work with the Area Transportation Authority and the City to ensure that transit decisions do not adversely impact the neighborhoods existing level of service and work to improve public transit options in the future.	★	★	★				★	
e. The neighborhood shall work with the City to improve street crossings in the Westport Road/Southwest Trafficway/43rd Street intersection complex.	★	★				★		
f. The neighborhood shall work with the City to improve sidewalks, streetscape and install enhanced mid-block pedestrian crossings on 43rd Street.	★	★					★	



Action Steps	Implementation Responsibility					Time Frame		
	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
5. TRANSPORTATION (continued)								
g. The neighborhood shall partner with neighborhood landowners, institutions and the City to establish a series of mid-block connectors to create a direct and continuous pedestrian connection to Mill Creek Park.	★	★	★				★	
h. The neighborhood shall partner with St Luke's Hospital to improve the condition of the existing stairway connecting Wornall Road and JC Nichols Parkway.	★	★	★				★	
i. City staff shall work with developers to ensure that development proposals are consistent with the level of service guidelines of the Kansas City Walkability Plan.	★	★		★		★		
6. SAFE CITY								
a. The neighborhood should work to expand participation in its existing neighborhood watch program.	★	★				★		
b. New development in the neighborhood should follow the guidelines for safe development proposed in the KC Safe City Initiative.	★	★		★		★		
c. The neighborhood should continue to monitor and report code violations.	★		★			★		
d. The neighborhood should work with the City's Safe City Initiative office to develop a strategy to reduce neighborhood "disorder" and improve the neighborhood "image".	★	★				★		





introduction

implementation matrix

decision making criteria

design guidelines

decision making CRITERIA

The role of a planning document is to establish policies for an area within a framework established by the community. During the development approval process, decision-makers are asked to apply the following set of criteria when reviewing the plan's goals and policies:

- A. Does the proposed development approval or action positively affect the character of the Single Family Detached Residential Core, by:
- Complying with this plan's Urban Design Guidelines
 - Providing quality landscaping, buffering and screening between uses
 - Developing at a "human scale"
 - Encouraging increased levels of home-ownership



I M P L E M E N T A T I O N

B. Does the proposed development or action preserve and enhance the neighborhood's multi-modal vehicular transportation environment, by:

- Helping to decrease the amount of "cut-through" automobile traffic into the neighborhood core
- Maintaining/enhancing the levels of service for bicyclists, transit and pedestrians
- Not significantly affecting the amount of on-street parking available single family residents
- Providing adequate access for emergency services
- Incorporating enhanced transit stops with shelters
- Ensuring that the development is accessible to disabled persons, elderly persons and people with children in strollers

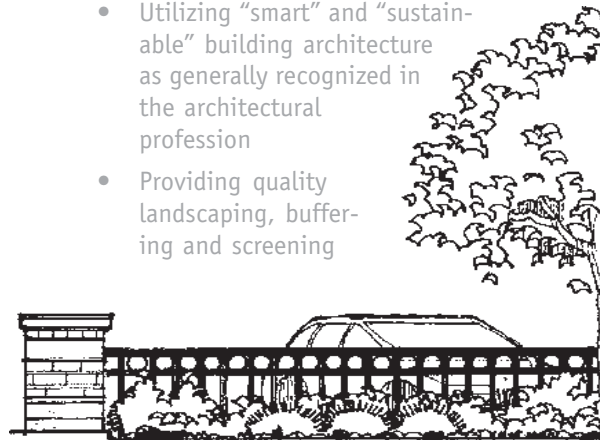
C. Does the proposed development project improve neighborhood infrastructure by:

- Improving streets, curbs and sidewalks while keeping streets at the minimum width allowable

- Providing neighborhood entry markers or neighborhood signs
- Providing public gathering places and open spaces as well as linkages to open space facilities in adjacent neighborhoods

D. Does a development approval or action ensure building design and placement is quality, designed for long-term durability and potential reuse, by:

- Complying with the design guidelines of this plan
- Utilizing "smart" and "sustainable" building architecture as generally recognized in the architectural profession
- Providing quality landscaping, buffering and screening





introduction

implementation matrix

decision making criteria

design guidelines

design GUIDELINES

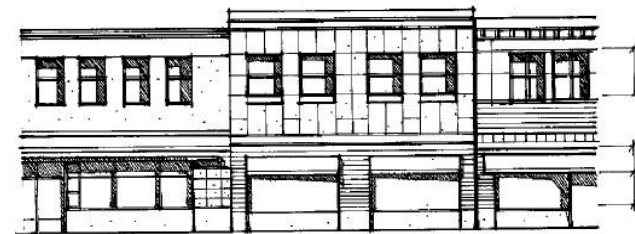
Quality and complementary design throughout the neighborhood will contribute to a functional, visually cohesive environment. The design guidelines within this plan were developed in collaboration with neighborhood residents and stakeholders. The guidelines are intended to provide a framework for assessing the visual and functional merits of improvements to existing buildings, infill projects, or major redevelopment initiatives.

Standardized style in infrastructure, such as lampposts, ornamental brickwork, streetlights, benches, a particular type of tree, ornamental grasses or flowers and landmarks will bring a coherent identity to the Plaza/Westport Neighborhood. Development guidelines do not impose a single architectural concept or theme, but they identify the basic design characteristics that promote visual harmony between the traditional housing, infill housing

and new developments proposed within the neighborhood.

GENERAL URBAN DESIGN GUIDELINES

The *FOCUS Quality Places Building Block* advocates the use of urban design guidelines to act as the basic framework for creating high quality places to live and work. All future developments within the Plaza-Westport Neighborhood that are reviewed by the neighborhood or City Planning and Development Department shall incorporate the following components of urban design:



I M P L E M E N T A T I O N

Linkages

Definition

- ☼ Physical and/or visual connections between important elements, including focal points and activity centers, inside and outside of development or redevelopment projects and throughout the neighborhood.

Intent/purpose

- ☼ Strengthen relationships and encourage movement between important elements within the neighborhood.
- ☼ Improve ease of orientation.
- ☼ Help incorporate the image of the surrounding area within a project area.
- ☼ Reinforce north/south and east/west connections within the neighborhood.

Guidelines

- ☼ Pedestrian linkages should be accessible to people with disabilities; should offer a variety of visual and textural stimuli; should provide locations for rest and some relief from sun, wind, rain and snow, and should be designed for safety in terms of slopes, materials and visibility.
- ☼ Pedestrian linkages should incorporate some distinctive materials, or landscaping, in common to help visually unify the Neighborhood and to help connect it to surrounding areas. This could include ornamental brickwork, streetlights, benches, architectural metalwork, and a particular type of tree, ornamental grasses or flowers.
- ☼ Focal points, such as landmarks, should be located at key visual points.



introduction

implementation matrix

decision making criteria

design guidelines

design GUIDELINES

Architectural Character and Materials

Definition

- ☼ The overall design type and detailing of structures including construction materials

Intent/purpose

- ☼ Provide design elements to visually organize an area with commonalties in features and materials to form relationships between buildings.
- ☼ To harmonize with and have some elements in common with other structures in the vicinity
- ☼ To visually organize and give human scale to an area or project. Human scale is such that a person will feel comfortable with size, familiar features, and usability.

Guidelines

- ☼ Architectural materials should reflect and/or complement those that historically predominate in the area such as stone, brick, clapboard siding, architectural metals and non-reflective glass.

- ☼ All new single family and multi-family infill or rehab development shall be consistent in quality and character with traditional development.
- ☼ Design of buildings should convey sensitivity to edge and boundary conditions, and should present the view of finished edges to adjacent uses.
- ☼ Design of all mechanical equipment such as air-conditioners, generators, light fixtures must adhere to noise level ordinances.

Build-To Lines and Setbacks

Definition

- ☼ Build-to lines are lines that a designated facade of a building or buildings must be built on. Setback lines are lines that designate the minimum distance between a reference line (usually a property line) and a building, or portion thereof.

Intent/purpose

- ☼ Provide for a cohesive development pattern along the streets in the neighborhood. Build-to lines may define an urban development character. Setbacks may help define open space, or pedestrian areas.

I M P L E M E N T A T I O N



Guidelines

- ☼ Buildings should be consistent with the existing setback of adjacent buildings.
- ☼ Buildings should be oriented to the street; thus creating a consistent, pleasing, urban-style street frontage by orienting the building toward the street.
- ☼ New development in urban commercial areas should reinforce the character and density of the area by having a minimum floor area ratio (FAR) of 1.0.
- ☼ The design of developments or redevelopment should create a consistent, pleasing, urban-style street frontage by providing the maximum amount of building face or approved screening along a frontage build-to line established at the minimum setback from the property line. An additional setbacks would be allowed in order to promote sidewalk activities, but not for parking or vehicular access.

Access

Definition

- ☼ The means of providing for physical movement into and out of a site by vehicles and pedestrians in order to enable the site to be utilized by residents, visitors and workers (a determining factor in the successful development of the site).

Intent/purpose

- ☼ Provide opportunities for the public to walk or drive within developments while minimizing conflicts between the two.
- ☼ Promote an orderly, visually pleasing and active street environment for residents, workers and visitors.
- ☼ Accommodate all modes of transportation, including pedestrians, bicyclists, transit users and automobiles.
- ☼ Provide adequate and efficient servicing of the building or development by trucks and utility vehicles while minimizing the visual and noise impact of such service.



introduction

implementation matrix

decision making criteria

design guidelines

design GUIDELINES

Guidelines

- ☼ All access shall meet and the requirements of the Americans With Disabilities Act Accessibility Guidelines (ADAAG).
- ☼ Buildings should be located in a way that allows pedestrian to directly reach their destinations within a site, or to directly reach continuous walkways linking destinations outside the development.
- ☼ Buildings should have entrances accessible to the pedestrian adjacent to a street.
- ☼ In commercial or mixed-use areas and along pedestrian corridors, the primary entrance should front directly onto the public sidewalk with a zero setback onto a public plaza adjacent to the sidewalk.
- ☼ In commercial or mixed-use areas, pedestrian oriented uses, such as retail storefronts, are encouraged along all pedestrian oriented streets. Frequent pedestrian entrances to buildings are desirable.
- ☼ Access drives in multi-family residential projects for service and delivery vehicles should be located so as not to disrupt other vehicular or pedestrian circulation, or to visually detract from the fronts of buildings and to minimize noise to adjacent properties.

- ☼ Developments should be designed in a way that discourages through traffic on adjacent residential streets.

Streetscape

Definition

- ☼ Consists of the roadway, including medians and associated landscaping, fountains, sculpture, sidewalks, on-street parking, street lighting, pedestrian lighting, traffic signals, signs, benches, trash containers, newspaper and other vending machines, and transit stops and shelters within the area of the right-of-way.

Intent/purpose

- ☼ Provide safety, comfort and convenience for pedestrians.
- ☼ Provide safety and ease of orientation for vehicle users.
- ☼ Provide a design element throughout the neighborhood that can help to unify it.
- ☼ Provide a safe and pleasant separation of pedestrians and vehicles.
- ☼ Help make surrounding development to human scale and user-friendly.
- ☼ Provide a generally pleasant environment.

I M P L E M E N T A T I O N



Guidelines

- ☛ Streetscape plans should be required for all development/redevelopment along major arterials at the edge of or in the neighborhood.
- ☛ The Kansas City Area Transportation Authority (KCATA) will review all streetscape plans for arterial streets. KCATA will designate location for transit stops, transit shelters and pulloffs, which shall be included in the streetscape plan.
- ☛ All streetscape plans should also include sidewalks, benches and trash cans at transit stop locations.
- ☛ Streetscape plans should provide at least a 3-foot wide grass strip between the sidewalk and the street.
- ☛ The design of streetlights and lamp-posts should be consistent throughout the neighborhood.

Signage

Definition

- ☛ A system of display boards or surfaces used for directions, identification, instructions, or advertising; usually consisting of lettering, pictures, diagrams, decoration, etc., often in combination, on a contrasting background surface.

Intent/purpose

- ☛ To provide a clear, interesting, easily understandable, coordinated method of identifying, and giving directions to places that is complimentary to and not in conflict with, adjacent uses

Guidelines

- ☛ There should be no more than one sign per facade, not to exceed three signs per use. Facade signs should be no more than 5% of the facade on which they are placed.
- ☛ Pylon signs and off-site advertising signs are not allowed.
- ☛ Signs should be made of durable materials, and be complementary to materials used in the building.
- ☛ Signage should be coordinated in a larger (multi-building) project in terms of materials and colors used, and lettering types.
- ☛ Signage should be simple, clear and legible in the circumstance in which it is seen. Information on identification signage should only include a company logo, name and address.
- ☛ The location of signage should not obscure important architectural features.





introduction

implementation matrix

decision making criteria

design guidelines

design GUIDELINES

Parking

Definition

- ☼ Areas designated for the temporary storage of vehicles, either in surface lots or in structures

Intent/purpose

- ☼ Provide temporary screened storage space for vehicles that will serve rather than visually dominate the environment.
- ☼ Provide safe, convenient pedestrian access to the structures or facilities that the parking serves.

Guidelines

- ☼ On-street parallel parking shall be preserved whenever possible.
- ☼ Surface parking lots should be located at the sides or rear of structures. Surface parking lots must be separated from streets, pedestrian sidewalks, residential areas and green space by a decorative wall, a berm or a solid landscape screen at least 4 feet in height.



- ☼ Multiple small parking lots are more desirable than single large lots; larger surface lots should be subdivided with landscaped islands including shade trees.
- ☼ One shade tree should be provided for every 10 parking spaces.
- ☼ Pedestrian walkways and plazas adjacent to parking and drive-ways should be visually and spatially separated from them through use of additional site elements, including bollards, lighting, landscaping, and special pavement treatments.
- ☼ On-street, parallel parking should be preserved wherever possible.
- ☼ Parking garages located above grade should be:
 - Generally consistent in height with adjacent commercial and residential neighborhoods and should make appropriate transitions in scale.
 - Designed with screened openings that obscure parked vehicles
 - Designed so that lighting in the structure, or from vehicles in the structure, does not shine or glare into adjacent residential uses.

I M P L E M E N T A T I O N

- Constructed with exterior finishes that match the adjacent occupied buildings the parking serves.
- Mixed-use in character with storefront oriented activities at ground level. The width of entrances should be minimized so as not to adversely impact pedestrian flow.

Lighting

Definition

- ☼ Natural and artificial sources of illumination, particularly street lighting, pedestrian level lighting, lighting of signs and architectural features

Intent/purpose

- ☼ Enable people within a development or passing by to see well enough to find their destinations and to conduct their activities safely.
- ☼ Enliven a development and set the overall mood of a development.
- ☼ Help increase the sense of security and not negatively impact surrounding residences.

Guidelines:

- ☼ Design of developments and redevelopment should include a site lighting plan to serve multiple purposes including vehicular and pedestrian safety and security, illumination of activity areas, and accent lighting for architectural features and landscaping.
- ☼ Glare and spillage into adjacent properties should be kept to a minimum through the use of cut-off fixtures or other devices; low-noise level lights should be used.
- ☼ Sidewalks and walkways should have pedestrian level lighting; combination pedestrian and street lighting is an acceptable option.
- ☼ The design of exterior light fixtures should be consistent throughout a development, with the design complementary to the design of the overall development. The design and placement of exterior lighting fixtures should be coordinated with the design and placement of fixtures on adjacent properties.



introduction

implementation matrix

decision making criteria

design guidelines

design GUIDELINES

Edges

Definition

- ✱ Edges are transition points between two types of uses or areas. The quality of the edge between the single-family core and adjacent uses of higher intensity and scale influences how each area relates to each other and influences the vitality of each area.

Intent/purpose

- ✱ To improve the interaction between uses of differing intensity and scale.
- ✱ To provide a seamless transition between uses.
To reduce incompatibilities between adjacent uses.

Guidelines

- ✱ New commercial and multi-family development projects shall include transition elements that are consistent with the area's traditional development patterns to enhance the edge between the single-family core and multi-family or mixed-use development. Such elements could include a landscaping buffer, traffic calming measures, neighborhood markers and four sided construction practices.

- ✱ Height of buildings should be in conformance with the "Bowl Concept" as recommended in the *Plaza Urban Design and Development Plan*. For areas outside of the Bowl Concept Plan, building heights should not exceed three stories or 45 feet.
- ✱ In situations where commercial or multi-family uses are "back to back" to the single-family core, locate parking to the back or sides of the development. There shall be screening between these uses to mitigate noise and light pollution occurring as a result of the commercial activity.
- ✱ Commercial and multi-family projects that are located adjacent to the single-family core shall respect the existing building scale of the residential neighborhood.
- ✱ Buildings on edges shall be developed to create and enhance the safe environment within the corridor. Structures shall be designed with the intent to reduce criminal behavior and at the same time encourage people to "keep an eye out" for each other.
- ✱ Any development adjacent to a residential neighborhood will provide a transition element to that neighborhood.

I M P L E M E N T A T I O N



INFILL HOUSING GUIDELINES

Single Family Detached Design Guidelines

Definition

- ☼ Areas of the neighborhood that have been designated for single family detached on the Future Land Use Map.

Intent/purpose

- ☼ Preserve the character and scale of the detached single family homes in the neighborhood.

General Guidelines:

- ☼ All single family detached units should be a maximum of 2½ stories in height.
- ☼ Roofs should be hipped and gabled.
- ☼ Homes should have prominent front doors facing the street.

- ☼ New development shall utilize traditional building materials such as brick, stone and clapboard siding.
- ☼ Windows should be double-hung type with panes
- ☼ Porches facing the street are encouraged in order to promote social interaction and provide passive 'eyes on the street.' Porches should be the full width of the house and at least 8-foot in depth.
- ☼ Garages should not face the street. They should be located on the side or rear of structures and accessed by drive connected to the street or by alley.
- ☼ New construction should relate to the mass, pattern, alignment and proportion/ scale of the existing or traditional housing stock (see the following pages for illustrations, definitions, and a description of traditional architectural styles found in the neighborhood).



introduction

implementation matrix

decision making criteria

design guidelines

design GUIDELINES

Alignment

- ☼ Alignment is the arrangement of objects in a straight line. The directional emphasis of those objects is also important (i.e. horizontal, vertical, north/south). Alignment also may refer to how a building is sited on a lot and how the setbacks relate to other buildings along the street.



The floor lines, roof, windows, and entry of the house do not align with those typically found along this street.

Proportion/Scale

- ☼ Proportion is a ratio which compares the dimensions of one object to another. Proportion can be used to relate elements of a building (i.e. windows, porches, trim) to the building as a whole, or it can relate one building to another. When the dimensions of an element or a building are too small or too large, it is described as being “out of scale”.



Although the second house reflects alignment in the placement of the windows, entry, cornice, and roof – its proportion are not appropriate. Note the large horizontal windows, the double doors, and the overall width of the house.

I M P L E M E N T A T I O N



Mass

- ☛ Mass deals with the size of a building (or building part) as well as its form. The dimension of height, width, and depth contribute to a building's overall volume (the amount of space a structure occupies). The form of a building gives shape to a building's volume.



The volume and form of the third house distracts from the streetscape.

Pattern

- ☛ Pattern is the arrangement of similar objects in a regular and repetitive manner. Patterns can be found within individual buildings, such as the arrangement of windows, or in groupings of buildings along a street.



The patterns found along this street are not reflected in the second house. Unlike the other houses, this house has disproportionate windows, no porch, a low hip roof, and it sits low to the ground.



introduction

implementation matrix

decision making criteria

design guidelines

design

GUIDELINES

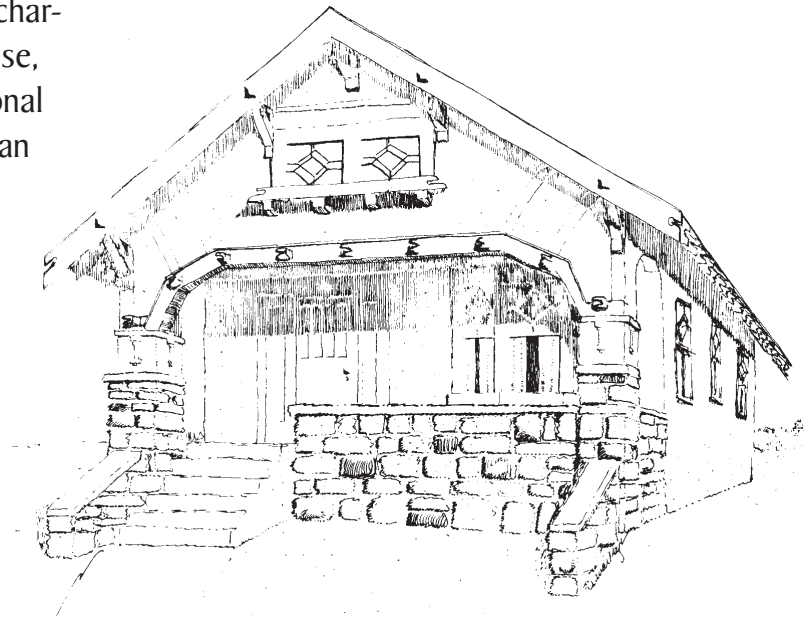
TRADITIONAL NEIGHBORHOOD SINGLE FAMILY DETACHED HOUSING STYLES

Maintaining the character of the “residential core” is an important consideration for plan’s participants. They feel that all new construction should be designed to harmonize with and have some elements in common with other structures in the vicinity to visually organize and give human scale to an area or project. The following are three common traditional architectural styles found throughout the neighborhood:

Craftsman Bungalow:

The Craftsman Bungalow is typically characterized as a small 1 or 1½ story house, with a gable facing the street. Additional features typically present in a Craftsman Style Bungalow include:

- Low-pitched roof
- Decorative braces
- Wide eaves with exposed roof rafters
- Built-in cabinets, shelves, and seating
- Porch with square columns
- One or one and a half stories
- Stone chimneys
- Gabled dormers
- Sloping foundation



I M P L E M E N T A T I O N

Foursquare

The American Foursquare House is typically characterized as a 2½ story boxed shape structure with a pyramidal or hipped roofline. Additional features of the Four Square home include:

- Four-room floor plan
- Low-hipped roof with deep overhang
- Large central dormer
- Full-width porch with wide stairs
- Brick, stone or wood siding



Kansas City Shirtwaist

The Shirtwaist Style is a 2 and 2½ story house, with the stories being of different building material. Additional features present in a Shirtwaist Style include:

- A gable roof facing the street
- A porch echoing the main roof gable
- Brick or limestone front
- A second story bay
- A bellcast gable roof with dormer
- A gable-within-a-gable
- A dormer with a Palladian window





introduction

implementation matrix

decision making criteria

design guidelines

design GUIDELINES

Single Family Attached Guidelines

Definition

- ✿ Areas of the neighborhood that have been designated for single family attached/detached on the Future Land Use Map.

Intent/purpose

- ✿ Provide design elements to visually organize an area with commonalties in features and materials to form relationships between buildings.

Guidelines

- ✿ Architectural materials should reflect and/or complement those that currently predominate in the area such as stone, brick, architectural details, and clapboard siding.
- ✿ Architectural character will also harmonize with and have some elements in common with other structures in the vicinity to visually organize and give human scale to an area or project. Human scale is such that a person will feel comfortable in terms of visual and physical perception of size, familiar features, and usability.

- ✿ Height of buildings should be in conformance with the “Bowl Concept” as recommended in the *Plaza Urban Design and Development Plan*. For areas outside of the Bowl Concept Plan, building heights should not exceed three stories or 45 feet.
- ✿ Windows should be double-hung type with panes.
- ✿ Roofs should be hipped and gabled.
- ✿ Homes should have prominent front doors facing the street.
- ✿ Homes should have porches facing the street in order to promote social interaction and provide passive “eyes on the street”.
- ✿ Design of buildings should convey sensitivity to edge and boundary conditions, and should present the view of finished edges to adjacent uses. This involves the screening of mechanical equipment, loading docks, and trash receptacles. This should also include screening of parking facilities (see Parking guidelines).
- ✿ Garages should not face the street. They should be located on rear of structures and accessed by drive connected to the street or alley.

I M P L E M E N T A T I O N



Multi-Family Residential Design Guidelines

Definition

- ☼ Areas of the neighborhood that have been designated for multi-family residential use on the Future Land Use Map.

Intent/purpose

- ☼ Ensure that new multi-family development is compatible in architectural character, scale and massing with existing development in the neighborhood. Provide design elements to visually organize an area with commonalties in features and materials to form relationships between buildings.

Guidelines

- ☼ Architectural materials should reflect and/or complement those that currently predominate in the area such as stone, brick, and block masonry, non-reflective glass and architectural metals.
- ☼ Architectural character will also harmonize with and have some elements in common with other structures in the vicinity to visually organize and give human scale to



an area or project. Human scale is such that a person will feel comfortable in terms of visual and physical perception of size, familiar features, and usability.

- ☼ Design of buildings should convey sensitivity to edge and boundary conditions, and should present the view of finished edges to adjacent uses. This involves the screening of mechanical equipment, loading docks, and trash receptacles. This should also include screening of parking facilities.
- ☼ Height of buildings should be in conformance with the “Bowl Concept” as recommended in the ***Plaza Urban Design and Development Plan***. For areas outside of the Bowl Concept Plan, building heights should not exceed three stories or 45 feet for Multi-family Medium Density areas and should not exceed 4 stories in Multi-family High Density areas.



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